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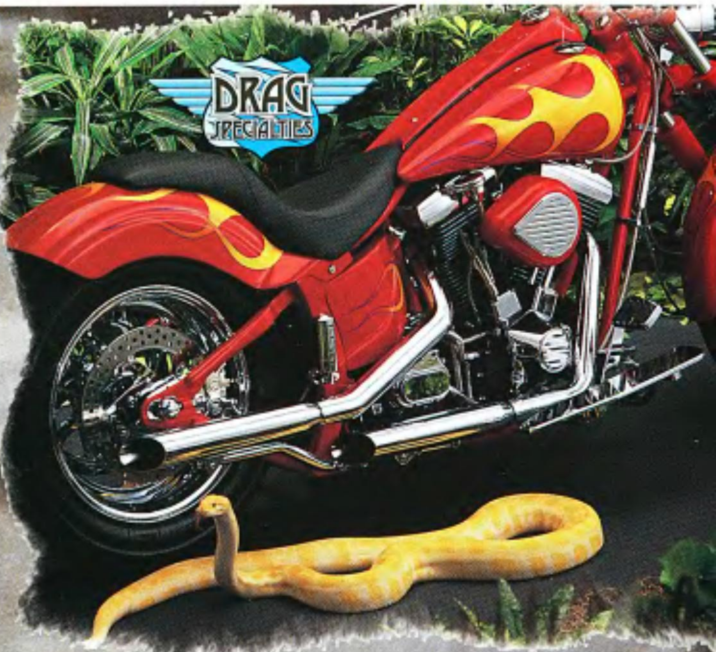

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TakingItEasy

The latest from our "Leg-wettin' Fact Department": It is a little known and useless fact that lobsters have blue blood. The world-famous Panama Hat is actually made in Ecuador. **It takes 30 muscles to raise an eyebrow.** The human face doesn't have the muscles to create the Mona Lisa's smile: Leonardo da Vinci made it up as a lesson in the impossible. German Shepards have been known to actually cough so violently that they cough up their lungs and die. On a similar note, people have sneezed hard enough to throw their backs out, sneeze an eye out, and even blast an eardrum out! Sheesh!

A state's Department of Environmental Quality, acting on a complaint of a neighbor, scolded a landowner for "construction and maintenance of two wood debris dams across the outlet stream of Spring Pond," reminding him that a permit is required for such **"inherently dangerous"** construction and threatening him against any further "unauthorized activity." Subsequent investigation of the Department revealed that the dams had been built by beavers. Duh!

Agricultural researchers in England say that when farmers leave for the day, **pigs start to party** just like we do. They eat, drink, and roughhouse until about midnight, before retiring for the evening (at least in buildings that are well lit). They now want to know whether this has any effect on the supply of bacon.

Watch out for Packin' Preachers! The Kentucky legislature recently approved a bill that permits preachers to carry **concealed weapons in church.** Apparently some ministers had claimed they needed protection when transporting their offering plate contents.

From our "Liars Anonymous File": A fraud suspect was trying to explain some of the charges against him and said, "I wasn't involved, absolutely not. My name was used and my accounts were used. No, scratch that. **That's a lie.** I'm involved in investment opportunities, real estate, Strike that, too. That's a lie. Just say I'm a businessman and have been since 1985."

A few years ago at a Japanese inventors' expo, "six-day" underwear was introduced. It was a cotton panel with an elastic band and three leg holes so that the wearer could rotate **one leg hole per day** and then turn the garment over and go for three more days (Hmmm, maybe when they're bowing, they're just adjusting their shorts).

This wildly horny dude was arrested and charged with lewd and lascivious behavior, public indecency, and public intoxication. He said that he was passing a pumpkin patch and decided to stop. "You know, **a pumpkin is soft and squishy inside,** and there was no one around for miles. At least I thought there wasn't." He went on to say that he pulled over to the side of the road, picked out a pumpkin that he felt was appropriate to his purpose, cut a hole in it, and proceeded to hump away at the pumpkin to satisfy his "need." "I guess I was just really into it, you know?" The police officer said that he had seen the guy in the pumpkin field and stopped his car. He said, "I walked up to him and he's ... just working away at this pumpkin." Then he tapped the guy on the shoulder and said, "Excuse me, sir, but do you realize that you are screwing a pumpkin?" The guy looked surprised and said, "A pumpkin? Damn ... is it midnight already?" (You gotta hand it to him—that's some quick thinking.)

An attorney was taken to a trauma center to have a cell phone removed from his ass. He said, "My dog drags the thing all over the house. He must have dragged it into the shower. I slipped on the tile, tripped against the dog and sat right down on the thing." **(Yeah, right.)** The removal took over three hours, and during the process his phone rang three times. The doctor said, "By the time we finished, we really did expect to find an answering machine in there."

He fell off his bike, knocking himself out, and was charged with DUI (with a blood-alcohol reading more than three times the legal limit) under **a ruling that makes a bicycle a "vehicle."** But the statue permits first-offenders to avoid a conviction if they get counseling and agree to a 30-day driver's license suspension. Since he had no driver's license, the judge told him to apply for one, then allow it to be suspended for 30 days so he could get the conviction erased. (Great minds at work!)

When a woman who had just had her cancerous bladder removed got home from the hospital, she began to unpack her hospital bag. She got to a container marked **"Personal Effects"** and much to her horror, found the just-removed cancerous bladder inside. (Ya gotta love it!)

The results of an odor test to gauge what turns people on resulted in finding that women are turned off by cherries, barbecued meat, and men's cologne. And they're aroused by the smell of lavender, pumpkin pie, cucumbers, and baby powder. But the most arousal in women was elicited by the odor of **Good & Plenty** candy. So now you guys know what to munch on when you get horny.

This just in from our "Show Us Your Tits Dept.": Four people were injured in a string of related weird accidents. A woman was admitted with a head wound caused by flying masonry. A man was diagnosed with a mild case of whiplash and contusions on his chest, arms, and face. Another man suffered torn gum tissue, and the last one, a woman, had the first two fingers of her right hand bitten off. **(Now get this!)** It seems the first woman had just dropped her husband off for his first day of work, and, in addition to a good-bye kiss, she flashed her breasts at him. A cab driver (the first man) saw her, lost control of his cab, and ran over the curb and into the corner of a building. Inside the building, the second woman, who was a dental technician, was cleaning the second man's teeth. The crash of the cab against the building made her jump, tearing the man's gums with a cleaning pick. In shock, he bit down, severing two of her fingers. The woman who started it all (the flasher) got a wound from a falling piece of the building. And on and on and on.

Easyriders®

ENTERTAINMENT FOR ADULT BIKERS • NUMBER 305 • NOVEMBER 1998

FEATURES

Time To Move On 6
From farm to far-out, Andy Pagels' dark horse is a turbo terror

Forever Young 19
Ed and Sheila Haage ride forever on their classic '58 Panhead

Warrior Princess 56
Randy Simpson dreams up a wild chopper Xena might ride

Timeless Style 78
Donald Alexander's show-winning jewel of a hardtail

Behold The Beautiful Game 99
Fox Hunt winner Kristin shines on Mike Trussell's sexy scoot

American Ironhorse 147
We road test the latest thunder on two wheels

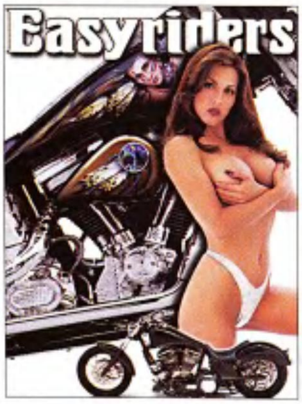
READERS' RIDES

Jeff Hahn/Pat Berry 141
And their 1953 K Model

Jeff and Payton Hawkins 142
And their 1987 Sportster

Jean Trenter 143
And her 1967 Electra Glide

Timo-Markka Laakonen 144
And his 1949 Panhead



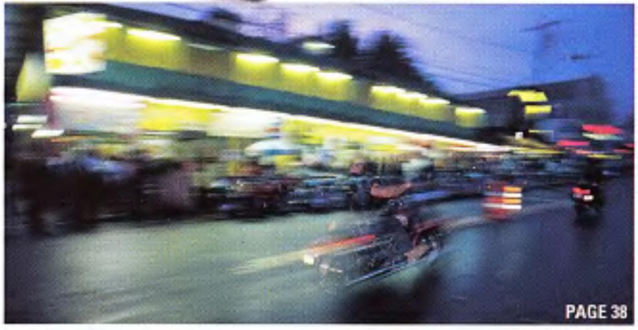
PAGE 147

EVENTS

Laconia's 75th 38
Slammin' and jammin' at the mega mosh pit of bike events

Racing At Loudon 44
All the news on the crashes, smashes, winners, and sinners

The Indian Jeff Benefit 89
Peter Fonda and friends help out a legendary Northwest biker



PAGE 38

ARTICLES

G.I. Jamie vs. The Army 35
Perky pinup Penny Nowak takes on the U.S. Army

1999 H-D Model Line-Up 50
Milwaukee's finest, from Sportys to the new Twin Cam 88 models

The Big Mamou 67
Rip gets down Cajun-style

Excelsior-Henderson 106
Dan and Dave's Super Xcellent Adventure—Part 2

Biker Quiz 112
Are you a bro or a wannabe? The mystery of bikerdom revealed

Fiction 114
Fiction contest winner *The 16th Gear* by Joel Frank

PAGE 56

PAGE 138

SERVICE DEPARTMENT

Rip's Tips 129
Our leather-ass has a cool double-nut solution for primary woes

Six-Pack Attack 130
Rev-Tech's bolt-on wonder gets your motor runnin'

Bartels' Hop-Up 134
Bandit gets 80 horses quick with a Bartels' hop-up

Big, Bad, And Bold 138
If S&S doesn't make a motor for you, you aren't trying

DEPARTMENTS

Taking It Easy 3
Wordmonger 6
Tech Letters 16
Happenings 24
Easynews 27
Short Strokes 30
Parts Box 48
In The Wind 71
Fox Hunt 84
Fox Hunt Winner Kristen 99
Bikers Bulletin Board 120

Cover photo of Kristen by Raiko Hartman. Photo of Donald Alexander's Street Custom rigid by Michael Lichter. Photo of Andy Pagels' '96 Pro Street by Pam Proctor. Special effects imaging by Daniel Ferguson.

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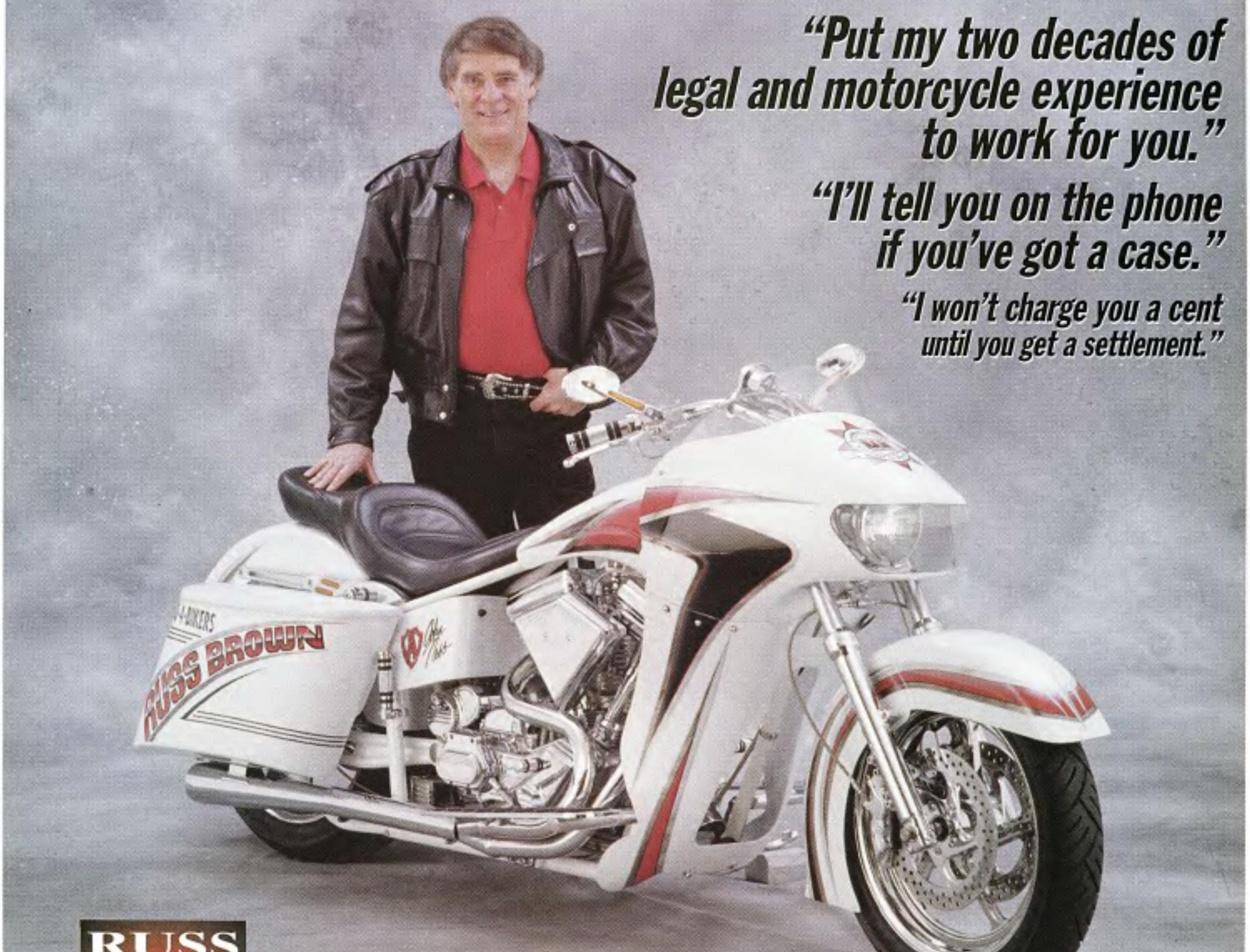

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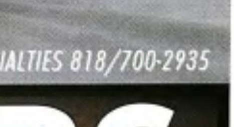

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WordMonger

A Class Buckle

In issue #300 you featured a bro named Rudy "Nomad" Votteler who's using his time behind the walls to make custom belt buckles. I ordered a reaper buckle and was so pleased with the quality, workmanship, and look of the buckle that I've ordered several custom buckles from him. I had figured that the cost for a custom job would be a lot more than he charged me. If it's any indication, even the cheap bastards I ride with didn't flinch from coming across with their share of the cash!

If you're thinking of buying a class buckle, contact Rudy before buying anywhere else. Not only will you be pleased with what you get for your money, but you'll help a fellow rider at the same time.

Bryan Clark
Nashville, Tennessee

I ordered two buckles from Rudy and can tell you that they are, without a doubt, the best workmanship around. They're so good, you hesitate to wear them for fear of getting them scratched. They are indeed works of art. Rudy takes a pride in his work and it shows in the end result. Without your article, I wouldn't have known about this talented master belt buckle maker.

John W. Turner
Houston, Texas

Help!

My hands are so small that I can't reach the clutch and front brake levers with more than two fingers, and I have to twist my hand to do this. It causes me a great deal of pain, especially the next day. I feel as though I have arthritis and can't ride at all.

I've had all kinds of ideas, mostly involving welding of some sort. Is there anyone out there who makes levers with a shorter reach? Even an inch would be a godsend!

Sharon L.
Laguna Nigel, California

Ladies with small hands make everything look bigger, right bros? Harley makes hand control levers that reduce reach. Part numbers are 45075-96 for '96-up models; 45049-92 for '82-'95 models.

A Rescue

I just returned from the *Easyriders* Rodeo in Wilson, North Carolina, and had a great time. Everyone associated with putting it on treated us well. Unfortunately, one bro decided to drink a little too much and stage his own rodeo in the camping area. He ended up face down in the dirt with his bike on top of him. He had a mouthful of dirt and was not breathing well at all. He was unconscious and had a purple complexion—not a good sign.

I decided not to turn his head sideways in order to clear his airway, as it would likely worsen any cervical injury he might have had. Also, had mouth-to-mouth been necessary, it could not have been done on his stomach. I enlisted the help of an EMT and a friend to put traction on his neck and log roll him gently onto his back. Fortunately, all it took then was clearing the debris out of his mouth with my fingers and opening his airway for him to start breathing on his own. We kept traction on his neck and used a cervical collar as soon as it became available. He soon turned a healthier pink color and regained consciousness.

All this was done while several members of the crowd criticized us for moving the patient. While that is usually sound advice, if someone is not breathing and must be moved to accomplish adequate ventilation, it's kinda like not moving a car accident victim from the car even if it's on fire.

Everyone who rides should take basic CPR. Learn the ABCs of victim rescue: airway first, breathing second, chest compression if there's no heartbeat. Do everything you can to protect the spine, splint broken bones, etc., but make sure the person is breathing FIRST.

I understand the guy is doing well. To the *Easyriders* staffers who were efficient and professional in their help and support, you have my respect and admiration for a job well done. To my friend and the EMT

who helped, the patient would not have fared so well without your expert help. And to the many who criticized our efforts, if you can't help, just shut up and be grateful someone knows what the hell he or she is doing.

Gasman
Washington, North Carolina

and several other concerned readers. We've got a bet going, and the lucky winner gets a night at Marge's Barge of Ill Repute. I say they're all the same fella just tryin' to bill your asses for extra gas money.

Weezer
Bowling Green, Kentucky

H-D Model Correction

I'm writing to correct an error that appeared (five times) in the July '98 issue. On page 147 there was an article about one of Harley's anniversary models. Throughout the article, the model in question, a '98 FLSTS Heritage Springer, was being mistaken for a '98 FXSTS Springer Softail.

Harley's FL and FX model designations are very different. The major difference in this case seems to be that the "X" should be an "L." I am aware of this because the Heritage Springer, modeled after the 1948 Panhead was just introduced last year and the Springer Softail was introduced in 1988. The front end may look the same, but the "Heritage Springer" has a 16-inch front wheel, and the "Springer Softail" has a much narrower 21-inch front wheel.

Don't get me wrong. I've been a loyal *Easyriders* reader for 10 years and have collected every issue since then. To your credit, your magazine is definitely the best currently in print.

Mad Max
Great Barrington, Massachusetts

All right already! The bike was an FLSTS. The writer, J.D. Chandler, got the wrong info from the factory.

It's All Rubbish

Maybe I'm just gettin' on in years, but I'm confused about something in your magazine. I keep seeing articles by guys named Trash, Captain Trash, and some guy named Rubbish. Just who the hell is who? Could you settle this point of enormous consternation amongst myself and several other concerned readers.

Well, Weezer, it's like this. Captain Trash (who also writes under the name Drummer) has been with us for years now and is one fine writer of bike features and the like. Trash is fairly new to the rag and writes Readers' Rides. The rest is Rubbish.

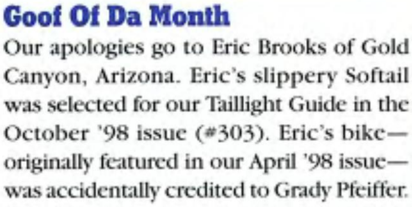
Needs Info

I'd like any info you can give me on Pete Swan of Swan Fabrication. Pete did the sheet metal work on the bike featured in the August '98 issue (#302), page 14.

His Web site lists a phone number in Texas that's disconnected. The article says he's in Virginia Beach, which has no listing for Swan Fabrication.

Mark Ramsay
Springfield, Ill.

You can reach Pete Swan through George Erlich at (201) 796-9468.



Goof Of Da Month

Our apologies go to Eric Brooks of Gold Canyon, Arizona. Eric's slippery Softail was selected for our Taillight Guide in the October '98 issue (#303). Eric's bike—originally featured in our April '98 issue—was accidentally credited to Grady Pfeiffer. No raisin pie for Lafayette, who has to clean the garage toilet with his own toothbrush.

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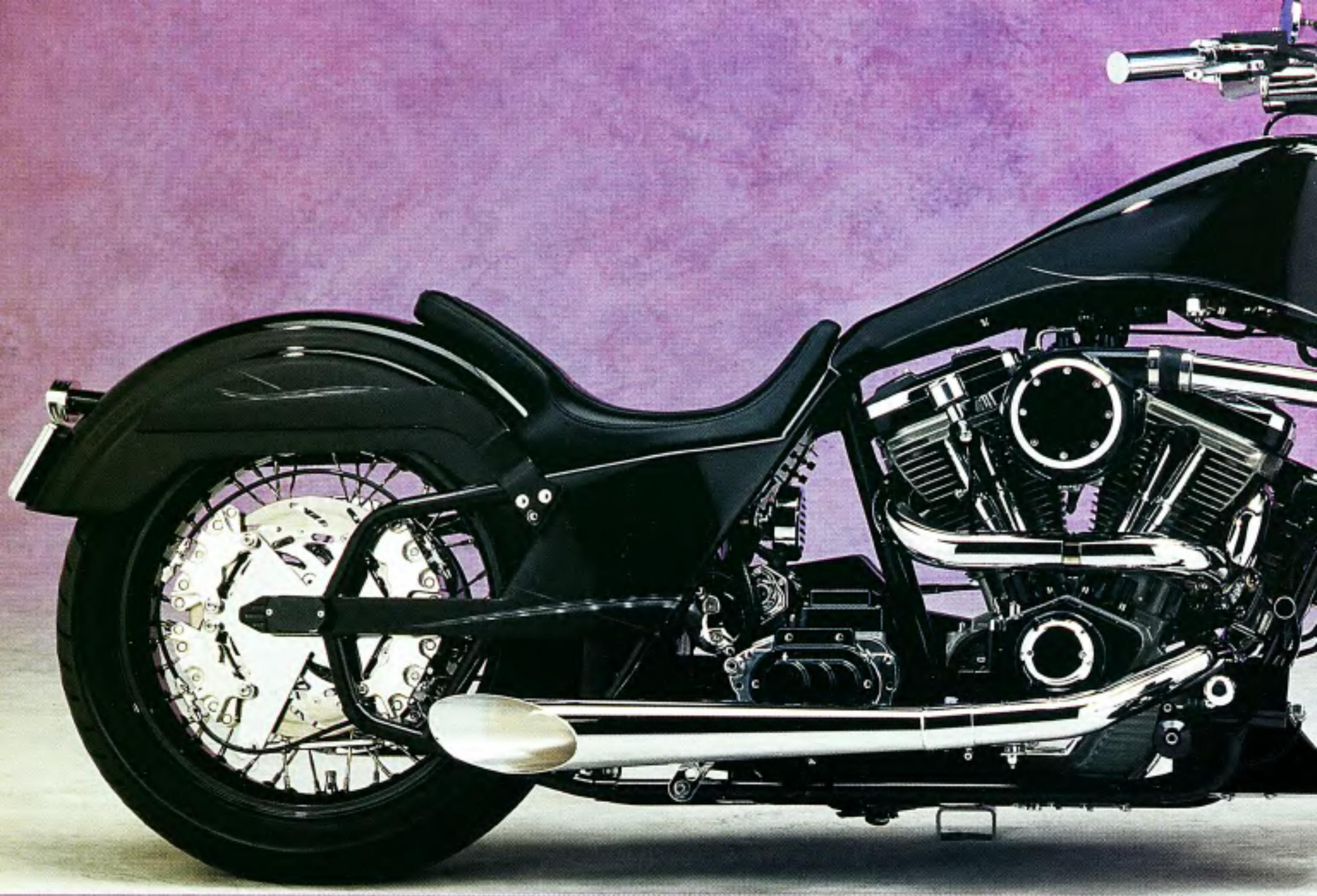
FROM CHICKENS to TURBO CHARGERS, IT'S...

TIME to MOVE on

Andrew Pagels launched his two-wheeled/18-wheeled career on a 10-acre farm outside Franksville, Wisconsin. Andy and his three brothers waddled into the world inside a portion of a mid-1800s schoolhouse, complete with bell tower and bell. Gazing out the leaded panes at the fields of corn, beans, and alfalfa, the youngsters' fingertips felt the names of students long gone, carved into the deep grain of the window sills. →



As kids, Andy and his brothers and sister learned the demanding upkeep of a farm, and how to deal with an assortment of animals, including cows, chickens, horses, and geese. As soon as they could run, they hopped the horses and rode around the schoolhouse and out to the barn, their mother, Gisela, hollering at them as they tromped her quarter-acre vegetable garden. As a child of the Depression and a homemaker to a family of seven, Gisela spent all of her time caring for the home. She also grew as much produce as possible, with 10 rows of early corn, ten of later corn, mounds of muskmelon, squash, tomatoes, onions, and potatoes. She took great pride in the potpourri of vegetables she produced, but did the kids? Hell, no.

Instead, the boys rode horses through the fields, running off the chickens and destroying mom's garden. Gisela bellyached until old man Pagels put an end to it. Then one day—much to mom's dismay—a dirt bike showed up in the back yard, and the treachery started all over again. Except this time, it was accompanied by a terrible noise and the smoke of a two-stroke engine. Gisela went ballistic as Andrew did a wheel stand through the

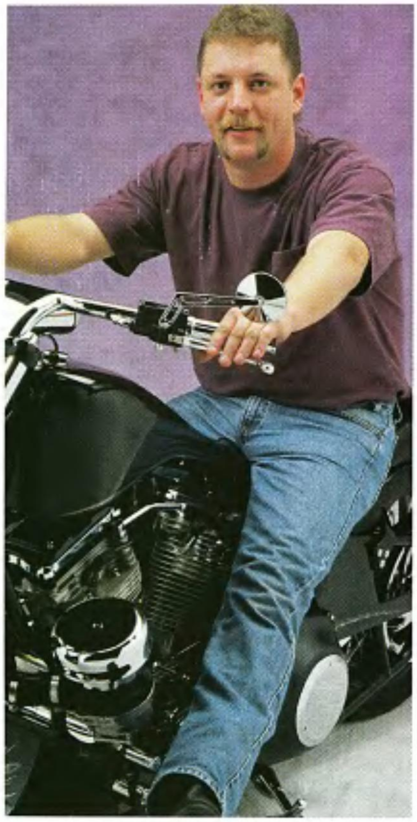
back yard, going down in a basket of freshly picked squash. She pitched a bitch again, but even more dirt bikes came, and the races between the boys dug a veritable dirt track around the family home.

Then one particularly dark winter, a tornado tore through the Pagels' farm, taking with it ma's garden and a massive, 50-foot-high fieldstone barn. Stripped of the ancient structure, the hearty foundation lay bare, and dad scratched the stubble on his chin. He then decided to build a tough, Quonset hut-style barn, 30 feet high in the center, and use it as a shop. The animals had to go. Gisela wept over the loss of her garden, but quickly replanted to restore the food source for the family and regain her hold on her precious quarter acre.

Thanks to dad's efforts, Richard Pagels' →

Trucking of Franksville gained a subsidiary location for working on trucks, and his sons gained access to a full-blown mechanics shop right in their own back yard. The dirt bikes were modified along with the 18-wheelers, and when dad wasn't around, the boys were drag racing the cab-overs in the back yard. Once again, disaster in the garden struck, and Mrs. Pagels attempted to stop the carnage. She cajoled the boys with fine food, sending their sister, Gisele, to the barn with plates of piping-hot chocolate chip cookies and peanut butter and fresh preserve sandwiches. But this only fueled the kids' desire to make laps faster.

Then, in 1972, the brothers discov-



ered the heart-pounding, rubber-burning drag strip only three miles away in Union Grove. The need for speed in the Pagels family doubled. On top of the strip, Andy, at the young age of 10, became aware of a factory in Milwaukee building the best known motorcycle in the states. He was gone like a cocaine addict who moves to Peru. He bought his brother's '74 XLCH just after Richard (the oldest) finished terrorizing his mother with a slide through the cornfields. Gradually, as the chaos continued, his mother gave in to the terrible evolution from horses, to motorized bicycles, to 18-wheelers, and, finally, to Harleys. The garden began to shrink, and as each son found his own home, the need for food stores diminished.

Not long ago, Andy rode out to his folks' home from Union Grove, where he now owns and operates his own '95, 379 Peterbuilt Conventional, which he's pushed from a 430hp to a 470hp with new computer chips. He was riding his new 89-inch, Aero-Charged Evolution, and pumping the fuel to her as he pulled up in front of the family home.

Strong-spirited Gisela met him at the door with her husband, Richard, in tow. "Go for it, son," he said, in stern, disgusted, gravely tones. "The garden's gone—let's see if you can beat your brother's lap time." —*Bandit*

Owner: Andy Pagels
City: Union Grove, Wisconsin

General
Fabrication: Bob Frimpter
Year/make: 1996
Model: Pro-Street
Assembly: Bob Frimpter
Chroming: Atlantic

Engine
Year/model: 1996 V-twin
Rebuilder: Bob Frimpter
Ignition: single-fire Crane
Displacement: 89 cubic inches
Lower end: S&S
Pistons: S&S
Cases: Delkron
Heads: STD
Cam: Aerocharger
Carb(s): 42mm Mikuni
Pipes: Aerocharger
Modifications: balancing by Bob Frimpter, JIMS Machine lifters, Aerocharger air cleaner

Transmission
Year: 1996
Modifications: Andrews gear

Paint
Molding: Mark Sporka
Painter: Mark Sporka
Color/type: pearl black/urethane
Special paint: airbrushed pinstripe

Frame
Year/type: 1996 Pro-Street
Builder: Tripoli, Bob
Modifications: 36-degree rake, 6-inch stretch

Accessories
Bars: Bob Frimpter
Handlebar controls: Performance Machine
Fender(s): Bob Frimpter
Headlight: Drag Specialties
Taillight: Ness
Speedo: Drag Specialties
Pegs: Bay Area Custom Cycles
Foot controls: Performance Machine
Electrics: Bob Frimpter
Gas tank: Bob Frimpter
Oil tank: Bob Frimpter
Seat: Danny Gray
Mirrors: Pro-One
Grips: Bay Area Custom Cycles

Forks
Type: FXR
Builder: Bob
Modifications: machined, lowers powdercoated

Wheels
Front
Type: Akront
Size: 19-inch
Tire: Metzeler
Brake: P.M.
Rear
Type: Akront
Size: 18-inch
Tire: Metzeler
Brake: P.M.
Photos: Pam Proctor

EDITOR'S CHOICE
Easynders Bike Show Tour Chicago, January 24, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

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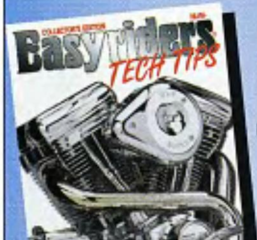

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TalkingTech

STARTER SOLUTION

I recently purchased a '78 Shovel, and it's giving me major starter problems. The bike has been customized (at least that's what the previous owner called it) and modified with many aftermarket parts, and I really don't know where the hell to begin. Sometimes when I try starting the bike it'll lock in and won't release the starter. Other times it starts to turn, then on another start it clicks and then the starter motor starts spinning fast all by itself without turning the engine over. That's why I'm still using the kicker to start the damned thing. Any suggestions? I like the bike other than this stupid problem, so if you can help me out it would be greatly appreciated.

Stoney
Lincoln, Nebraska

Depending on what's been changed, I have an idea where you should look. Over time, the outer primary cover underwent some minor changes, each time, the support bearing for the starter shaft was moved outward, or away from the cover's gasket surface. Depending on which starter shaft, or jackshaft is in the bike, it may not be the right match for whatever year outer primary cover you have. The H-D starter shaft (31482-70) is about 1/4-inch longer than the one it replaces and depending on which outer cover you have, you'll need this shaft. The shorter shaft can actually get pulled out of the starter gear and lead to the solenoid sticking and many of the other woes you describe. Thing is, this bike of yours should already be so equipped. But if you say the previous owner's ideas of customizing were kinda offbeat, then that could explain a lot. Start there; I think you'll find your problem.

SEARCHING FOR SUMAX

I am trying to locate an address or phone number for Sumax. I have their brake calipers on my bike and want to order the pads, but I don't have their catalog and can't find them in your magazine. Thanks.

Leslie Hamada
Pearl City, Hawaii

Not a problem: Sumax Cycle Products, 337 Clear Road, Oriskany, NY 13424; (800) 654-5546, (315) 768-1058 tech, (315) 768-1046 fax.

SPRINGER SOLUTIONS?

I have a '91 Sportster with a stock front end. A friend of mine has a set of Paughco 38-inch springer forks. I don't have the cash to get the frame raked. One place I talked to said the forks could be modified so that the bike would be level without cutting the frame. I don't want to take a chance on screwing up the forks unless absolutely necessary. In the February issue of *Biker* ("The World's Longest Harley") they incorporated a bracket from the frame to the forks. Does this setup work? If so, where can I get one? I could also use the address and number of Paughco and see what they have to say.

Rob "Roadkill" Hale
Oceanside, California

Yeah, give Paughco a call and talk to Rich. Those folks definitely know springers and the best way to make 'em work. Paughco: P.O. Box 3390, Carson City, NV 89702-3390; (702) 246-5738, (702) 246-0372 fax. Good luck.

PROPER PIPES

I'm the first-time owner of a 1997 Softail Custom. I've been reading the advertisement in your magazine for exhaust baffle removal. I like the custom look but I want a louder sound so that traffic is cognizant of my whereabouts. I'm leery about back-pressure and carburetion changes if I change systems or remove the baffles. Everyone seems to have a different answer.

B.T.
Westland, Michigan

When I bought my Springer back in '90, I slapped on a set of Cycle Shack "bologna-cut" pipes with no other mods, and she ran fine. Later I punched out the baffles a bit so I could have some more noise, but now Cycle Shack has new higher-flow baffles. If you simply change pipes, then you have your stock system as a spare, and also for those times when you get popped for loud exhaust by John Law. Contact Cycle Shack at (650) 583-7014, (650) 583-9154 fax.

How many times have you sat in your garage, teetering on an old milk crate and scratching your head over how to do this or that? Well, by all the flywheels that turn, here's your chance to find the answer. Jot a note to Wrench, *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000. If we can find a solution, you'll read it here.

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Forever Young

FIFTIES FOREVER/FOREVER FIFTIES

For a long time now, it's been fashionable to dismiss the '50s as an era of complacent tedium—you know, "when America slept." Conventional wisdom holds that it was an era of bogus Victorian morality, overseen by the dull, but comforting, presence of Dwight D. Eisenhower in the White House. →

Well, I got news for the yo-yos perpetrating this myth—I was there, and you're fulla shit.

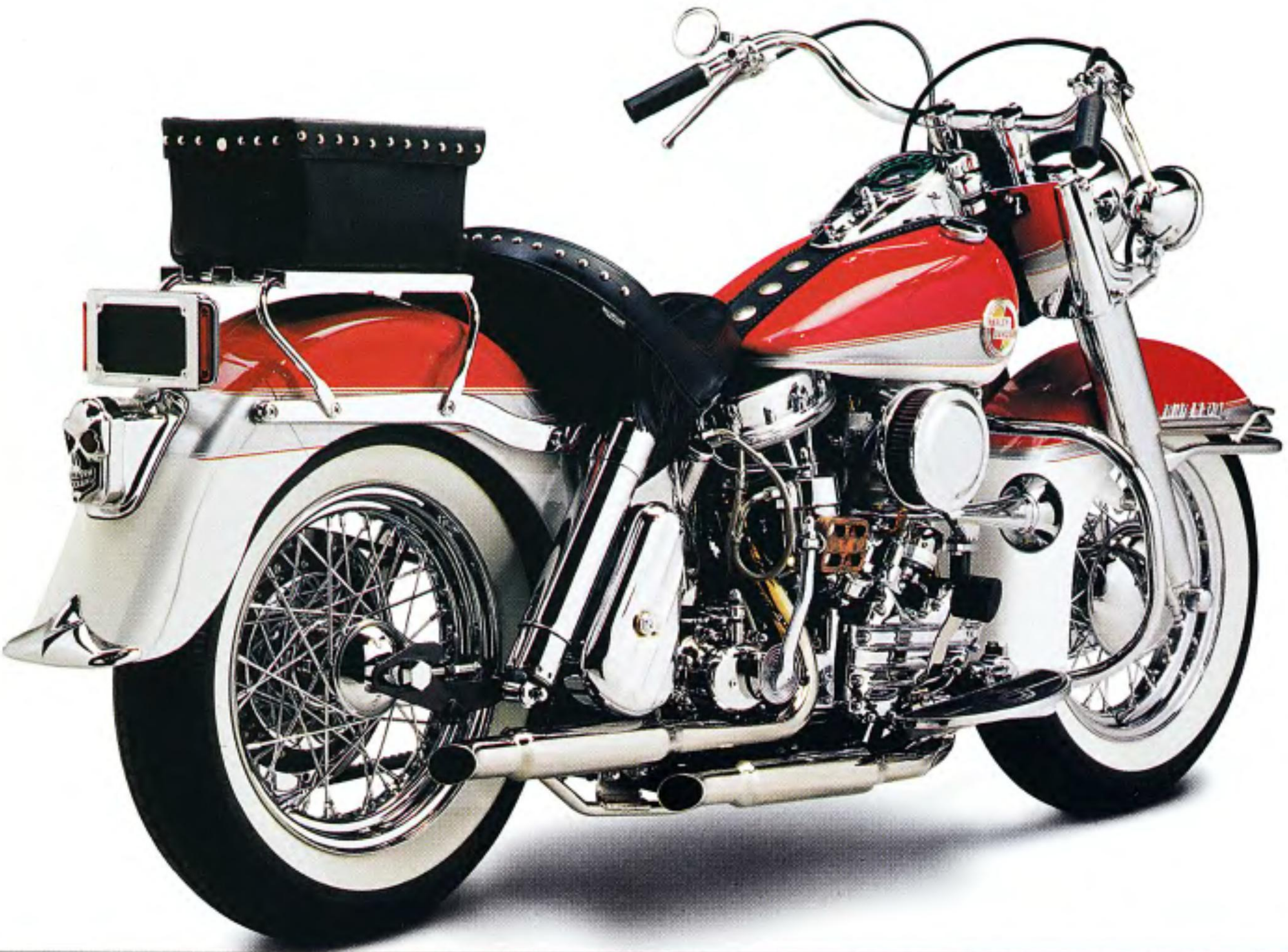
Take, for example, 1958—the year this immaculate FLH rolled off the assembly line at the Harley-Davidson factory. What a year—the Yankees won the World Series, Sugar Ray Robinson regained his title, and the Baltimore Colts beat the New York Giants, eight minutes and 15 seconds into sudden death overtime, a game that launched pro football's domination of U.S. spectator sports. In the spring of '58, stereo records became available, *Your Hit Parade*, the tiresome showcase for the arthritic music our parents loved, was finally put out of its misery by the ascendancy of rock 'n' roll, videotape was used by the television industry for the first time, and ... well, you get the idea. In a lot of ways, 1958 makes 1998 look like a musty photo of the bad new days.

Well, back to the future. Ed and Sheila Haage hold the pink slip to this knockout '58 Harley. Ed owns and operates a machine shop-Ottawa Machine—in the sprawling metropolis of Ottawa, Illinois. A veteran motorcycle rider and wrench, Ed took a notion to breathe life back into an old H-D, so he began searching for the right bike. After a couple of false starts, an ad in the local ABATE paper led him to a '58 FLH, rebuilt from a basket case, and with barely 1,500 miles on the engine.

Ed put down the money and took the 40-year-old classic back to Ottawa. There, with the support of his wife, Sheila, and the assistance of Garrett's Harley-Davidson in nearby Kangley, Illinois, he turned his acquisition into the beautiful half-restored, half-customized scoot you see here—what Ed calls a "custom vintage." As a testament to Ed's work, the bike took Best of Show honors at the Detroit *Easyriders* Bike Show, and garnered 2nd place in the *Early-Riders* Class at the big Columbus, Ohio, show.

With the welter of cookie cutter customs choking the roads these days, it's reassuring to know that people like Ed are still out there, paying homage to the great tradition of classic Harleys. So the next time you hear some clown sneer at the '50s, you might remind him that it was a golden age for motorcycles, and for switchblades. Know what I mean?

—*Kickstart Paul*



Owner: ....Edward and Sheila Haage
City: ....Ottawa, Illinois

General
Fabrication:..................Harley-Davidson
Year/make:..............................1958 H-D
Model:..FLH
Assembly: ....owner
Chroming: ...Quality Plating., Sterling, Ill.

Engine
Year/model: ....1958 Panhead
Rebuilder: ....owner/Garrett's H-D
Ignition: ....Nempco electronic
Displacement: ....84 cubic inches
Lower end: ....S&S flywheel
Pistons:...stock
Cases: ....STD
Heads: ....stock
Cam:...................................Andrews J1
Carb(s):..S&S
Pipes: ....Paughco
Modifications: ....free flow air cleaner

Transmission
Year: 1958
Modifications: ....Karata belt drive/ STD case

Paint
Painter: ....Rodney Vogel, Kangley, Ill.
Color/type: ......red, white, silver/enamel
Special paint: ....Rodney

Frame
Year/type: ....1958 swingarm
Builder: ....Harley-Davidson

Accessories
Bars: ....H-D
Fender(s): ....stock
Headlight: ....stock/driving lamps
Taillight: ....tombstone
Pegs: ....footboards
Electrics: 12-volt
Gas tank: ....stock
Oil tank:.................................chromed
Oil system:.................RevTech oil pump
Seat: ....Drag Specialties
Mirrors:...................................small one
Grips: ....H-D

Forks
Type: ....stock hydraulic
Builder: ....H-D
Modifications: ....chromed

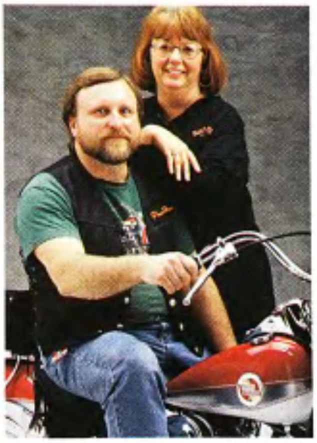
Wheels

Front
Type:...............................H-D, chromed
Size: 16-inch
Tire: ....Commander
Brake: ....H-D

Rear
Type:...............................H-D, chromed
Size: 16-inch
Tire: ....Commander
Brake: ....H-D

Photos:............................Pam Proctor

BEST OF SHOW
Easyriders Bike Show Tour Detroit, Michigan, Feb. 7 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.



Happenings

ALABAMA
ABATE of Alabama
Info: (205) 820-9265

Fall Jam Bike, Car, & Truck Show
Date: October 3
Place: Leeds Memorial Park
Info: (205) 699-7103

ALASKA
ABATE:
Anchorage Chapter
Info: (907) 248-7828

Kenai Peninsula Chapter
Info: (907) 776-8148

Tanana Valley Chapter
Info: (907) 457-3246

Freeze-up Run
Date: October 3-4
Info: (907) 776-8148

Halloween Party
Date: October 24
Info: (907) 776-8148

Halloween Party
Date: October 31
Info: (907) 248-7828

ARIZONA
ABATE of Arizona
Info: (602) 678-4012

MMA of Arizona
Info: (602) 788-8873

VNVMC Charity Bash
Date: October 3
Info: (602) 873-6652

Desert Road Riders Great Escape
Date: October 10-11
Info: (520) 758-6049

So. Arizona H-D Riders Bike Rodeo & Party
Date: October 16-17
Info: (520) 459-4135

POW/MIA Benefit
Date: October 18
Place: Bashful Bandit, Tucson
Info: (520) 881-9706

Poker Run
Date: October 25
Place: Tucson
Info: (520) 682-6603

ARKANSAS
ABATE of Arkansas
Info: (501) 851-0545

Wilderness Run
Date: October 9
Info: (501) 936-7658

ABATE Poker Run & Anniversary Party
Date: October 11
Info: (501) 521-1144

Kixers vs. Bikers Benefit Softball Game
Date: October 18
Info: (501) 444-7144

CALIFORNIA
ABATE of California
Info: (805) 641-2334

MMA of California
Info: (916) 442-4387

Poker Run
Date: October 3
Info: (916) 442-4727

Antioch Swap Meet
Date: October 4
Place: Contra Costa Fairgrounds
Info: (916) 442-4727

Dirty Dick's Poker Run
Date: October 10
Place: Victor/Lodi
Info: (916) 442-4727

ABATE Local 3 MANNA Food Drive/Poker Run
Date: October 11
Place: Thousand Oaks
Info: (805) 494-3287

Del Mar Mile
Date: October 11
Place: Del Mar
Info: (760) 723-3118

Halloween Party
Date: October 24
Place: Bakersfield
Info: (916) 442-4727

Halloween Bash
Date: October 24
Place: Antioch
Info: (916) 442-4727

Monster Madness
Date: October 25
Place: Ventura
Info: (805) 643-8697

COLORADO
ABATE of Colorado
Info: (303) 659-6374

High Country Toy Run
Date: October 4
Place: Colorado Springs
Info: (719) 633-5392

CONNECTICUT
Connecticut Motorcycle Riders Association
Info: (860) 588-6666

Toy Run
Date: October 11
Place: Hartford
Info: (860) 588-6666

DELAWARE
ABATE of Delaware
Info: (302) 834-5793

FLORIDA
ABATE of Florida
Info: (407) 668-5006

Spooks 'n' Scoots
Date: October 9
Place: Hillsborough
Info: (407) 668-5006

Biketoberfest '98
Date: October 22-25
Place: Daytona Beach
Info: (800) 544-0415, (904) 255-0415 (see complete guide in issue #304, Oct. '98)

GEORGIA
ABATE of Georgia
Info: (404) 294-8900

John Crum Memorial Run/Party
Date: October 3-4
Info: (404) 294-8900

Poker Run
Date: October 3-4
Info: (404) 294-8900

Fall Leaf Color Breakfast Ride
Date: October 10
Info: (404) 294-8900

Swap Meet & Bike Show
Date: October 10
Place: Henderson's Auction Building, SW Atlanta
Info: Lee (706) 342-4543

Dist.4 Fall Rally & Campout
Date: October 17-18
Info: (404) 294-8900

Greenbriar Halloween Party
Date: October 31
Info: (404) 294-8900

HAWAII
Street Bikers United (SBU)
Info: (808) 842-5530

SBU Charity Run
Date: October 4
Place: Dreamers, Pearl City
Info: (808) 842-5530

Mo' Opuna O' Hawaii Shriners Show & Tell
Date: October 25
Info: (808) 842-5530

IDAHO
ABATE of Idaho
Info: (208) 345-6231

Idaho Coalition for Motorcycle Safety
Info: (208) 345-6231

Memorial Fun Run
Date: October 4
Info: (208) 345-6231

Toys for Tots Run
Date: October 24
Info: (208) 683-1604

ILLINOIS
ABATE of Illinois
Info: (800) 872-2283

Food & Toy Run
Date: October 11
Place: Dukane
Info: (309) 343-6588

Swap Meet
Date: October 11
Place: Peotone
Info: (319) 462-6011

Swap Meet & Bike Show
Date: October 18
Place: Sandwich Fairgrounds
Info: (630) 985-2097

Lincolnland Toys for Tots Run
Date: October 18
Info: (309) 343-6588

Halloween Benefit
Date: October 24
Info: (309) 343-6588

Freeport Halloween Party
Date: October 31
Info: (309) 343-6588

INDIANA
ABATE of Indiana
Info: (317) 442-8040

Poker Run
Date: October 3
Place: Vigo County
Info: (317) 422-8040

Poker Run
Date: October 3
Place: Hendricks County
Info: (317) 422-8040

Toy Run
Date: October 3
Place: Howard County
Info: (317) 422-8040

Toys for Tots/Poker Run
Date: October 4
Place: Elkhart County
Info: (317) 422-8040

Fall Fun Run
Date: October 10
Place: LaGrange/Steuben Counties
Info: (317) 422-8040

PAC Hayride
Date: October 10
Place: Lake County
Info: (317) 422-8040

Fall Poker Run
Date: October 10
Place: Wabash County
Info: (317) 422-8040

Halloween Party
Date: October 17
Place: Adams County
Info: (317) 422-8040

Polar Bear Campout
Date: October 17-18
Place: Starke/Pulaski Co.
Info: (317) 422-8040

Chili Fest
Date: October 17-18
Place: Morgan County
Info: (317) 422-8040

Reg. 12 Toys for Tots Run
Date: October 17
Info: (317) 422-8040

Biketober Blues Dance
Date: October 24
Place: Howard County
Info: (317) 422-8040

Halloween Party
Date: October 24
Place: Wayne County
Info: (317) 422-8040

Halloween Party
Date: October 30
Place: Tippecanoe County
Info: (317) 422-8040

Halloween Party
Date: October 31
Place: Jennings County
Info: (317) 422-8040

Reg. 11 Halloween Party
Date: October 31
Info: (317) 422-8040

IOWA
ABATE of Iowa
Info: (515) 858-5001

Dist. 21 Toys for Tots Run
Date: October 3
Place: Eagle Point Park, Clinton
Info: (515) 858-5011

Dist. 5 Toys for Tots Run
Date: October 4
Info: (515) 858-5011

Dist. 15 Toys for Tots Run
Date: October 4
Info: (515) 858-5011

Dist. 3 Toys for Tots Run
Date: October 10
Info: (515) 858-5011

Dist. 4 Toy Run
Date: October 11
Info: (515) 858-5011

Dist. 5 Halloween Party
Date: October 24
Info: (515) 858-5011

Dist. 7 Halloween Dance
Date: October 30
Place: Algona
Info: (515) 858-5011

KANSAS
ABATE of Kansas
Info: (913) 597-5140

District 9 Casino Night
Date: October 10
Info: (800) 657-5763

KENTUCKY
Kentucky Motorcyclists Association
Info: (800) 68-CYCLE

KMA/KBA Louisville Cystic Fibrosis Run
Date: October 4
Place: Joe Creason Park
Info: (502) 363-NEWS

Poker Run
Date: October 10
Place: Whitesburg
Info: (800) 68-CYCLE

KMA/KBA Run for the Wayside Mission
Date: October 18
Info: (800) 68-CYCLE

KMA/KBA Fleming Co. Chapter Poker Run/ Halloween Party
Date: October 31
PLace: Big R Lake
Info: (608) 849-9035

LOUISIANA
ABATE of Louisiana
Info: (800) 393-5966

Harvest Bash
Date: October 9-11
Place: Baton Rouge
Info: (800) 268-5416

Tattoo Voo-Doo Halloween Party
Date: Oct. 29-Nov. 1
Place: Landmark Hotel, New Orleans
Info: (901) 324-7924
Hotel res.: (800) 277-7575

Halloween Party
Date: October 31
Place: Lafayette
Info: (800) 393-5966

MAINE
United Bikers of Maine
Info: (207) 947-1470

MARYLAND
ABATE of Maryland
Info: (410) 263-9185

MASSACHUSETTS
MMA of Massachusetts
Info: (800) 432-1662

MICHIGAN
ABATE of Michigan
Info: (313) 421-4367

Fall Color Tour/Toy Run
Date: October 3
Info: Bob (616) 689-0774

Region 7 Toy Run
Date: October 3
Info: (734) 326-5897

Fall Color Run
Date: October 8
Info: (734) 326-5897

Charity Poker Run
Date: October 10
Place: Al's Copper Mug, Walled Lake
Info: (248) 685-7682

Dirt Races
Date: October 25
Place: Millington
Info: (734) 326-5897

Giant Swap Meet
Date: October 25
Place: State Fairgrounds, Detroit
Info: (616) 941-0815

MINNESOTA
ABATE of Minnesota
Info: (800) 224-6570

Minnesota Motorcycle Riders Association
Info: (612) 541-1704

MISSISSIPPI
ABATE of Mississippi
Info: (601) 825-4646

MISSOURI
Freedom of Road Riders
Info: (800) 309-RIDE

FORR Octoberfest
Date: October 2-4
Place: Kansas City
Info: (800) 309-RIDE

Harley-Davidson Kansas City Plant Open House
Date: October 8-10
Place: Kansas City
Info: (800) 258-2464

Bikers for Babies
Date: October 9-11
Place: St. Louis
Info: (800) 309-RIDE

Gateway Vampire Run
Date: October 25
Place: Widman H-D
Info: (314) 771-7100

MONTANA
ABATE of Montana
Info: (406) 434-2473

Halloween Party
Date: October 30
Place: Billings
Info: www.roaddogs/calendar.html or e-mail: info@roaddogs.org

NEBRASKA
ABATE of Nebraska
Info: (402) 489-0651

Toy/Poker Run
Date: October 10
Place: Starts at Eagle Club, Fairbury, ends at Chili Feed/ Fundraiser for Blue Valley Kids, Fairmont Legion Club
Info: (402) 489-0651

NEVADA
ABATE of Nevada
Info: (702) 753-8825

Nevada Association of Concerned Motorcyclists
Info: (702) 870-6121

State H.O.G. Rally
Date: October 2-4
Info; (702) 454-1544

Winnemmucca Poker Run
Date: October 11
Info: (702) 623-0466

Ride-In Bike Show
Date: October 18
Place: Sunset Park
Info: (702) 870-6121

Frank N. Stein's Birthday Costume Party
Date: October 31
Info: (702) 870-6121

Elko Halloween Party
Date: October 31
Info: (702) 738-5226

NEW HAMPSHIRE
N.H. Motorcyclists Rights Association
Info: (603) 627-3528

NEW JERSEY
ABATE of New Jersey
Info: (908) 549-1990

NEW MEXICO
ABATE of New Mexico
Info: (505) 585-9789

Tres Rios Chapter Turkey Run
Date: October 11
Info: (505) 326-7002

E. Plains Chapter Halloween Party
Date: October 31
Info: (505) 769-0920

NEW YORK
ABATE of New York
Info: (607) 387-3433

Fall Fun Run
Date: October 3
Place: West Seneca
Info: Pete (716) 655-6473

End of Season Run
Date: October 3
Place: Oswego Chapter
Info: (315) 342-4126

Toy Run
Date: October 4
Place: Columbia
Info: Frank (518) 851-7635

For No Reason Run
Date: October 10
Place: Hotel Moore, Barnfield
Info: Jim (315) 831-5726

Highway to Hell Run
Date: October 10
Place: Wayne-Seneca Chapter
Info: Pappy (315) 597-2133

Halloween Party
Date: October 10
Place: Apple Grove Inn, Medina
Info: Ken (716) 798-4095

Toy Run
Date: October 11
Place: Tompkins Chapter
Info: (607) 564-7578

Foliage Run
Date: October 18
Place: Ulster Chapter
Info: Bill (914) 382-1912

Halloween Party
Date: October 24
Place: Cortland-Chenango Chapter
Info: Scott (607) 564-9973

Halloween Party
Date: October 31
Place: Mother's Road-house, E. Greenbush
Info: (518) 732-4086

NORTH CAROLINA
Concerned Bikers Assn.
Info: (800) 479-3087, #2681

AHDRA All-Harley Drags
Date: October 9-11
Place: Rockingham
Info: (910) 229-4877

CBA Fayetteville Chapter Joker's Wild Poker Run
Date: October 11
Info: Jerry (910) 531-3270

NORTH DAKOTA
ABATE of North Dakota
Info: (701) 223-5609

OHIO
ABATE of Ohio
Info: (800) 252-4537

Region 1 Toy Run
Date: October 4
Info: (800) 252-4537

Reg. 13 Covered Bridge Run
Date: October 10
Info: (800) 252-4537

Reg. 16 Jack's Coat Run
Date: October 10
Info: (800) 252-4537

Region 8/16 Unity Halloween Party
Date: October 10
Info: (800) 252-4537

AMA Nat'l Hillclimb Series
Date: October 11
Info: (614) 891-2427

Fall Leaf Run
Date: October 11
Place: Portsmouth
Info: (800) 252-4537

Upper Ohio Valley Chapter Toys for Big Boys
Date: October 11
Info: (800) 252-4537

Reg. 1 Kids Halloween Party
Date: October 18
Info: (800) 252-4537

Reg. 13 Kids Halloween Party
Date: October 24
Info: (800) 252-4537

Reg. 15 Halloween Party
Date: October 24
Info: (800) 252-4537

Reg. 13 Adult Halloween Party
Date: October 31
Info: (800) 252-4537

Reg. 15/Iron Eagle Inn Halloween Party
Date: October 31
Info: (800) 252-4537

OKLAHOMA
ABATE of Oklahoma
Info: (405) 439-8001

State H.O.G. Rally
Date: October 1-3
Place: Eufala
Info: (405) 733-1900

Brothers of the Third Wheel Trike-In
Date: October 2-4
Place: Turner Falls Park, Davis (two-wheelers welcome)
Info: (405) 672-5173

Muskogee ABATE Campout
Date: October 17-18
Info: (918) 682-4060

Halloween Party
Date: October 24
Info: (405) 672-1008

OREGON
ABATE of Oregon
Info: (503) 285-4329

South Coast Sunday Run
Date: October 4
Info: (541) 267-2523

PENNSYLVANIA
ABATE of Pennsylvania
(717) 234-3777

RHODE ISLAND
R.I. Motorcyclists Assn.
Info: (401) 722-1122

VNVMC Autumn Fest
Date: October 10
Place: West Warwick
Info: (401) 823-4584

Providence Toy Run
Date: October 18
Info: (401) 722-1122

SOUTH CAROLINA
ABATE of South Carolina
Info: (888) SC ABATE

State H.O.G. Rally
Date: October 1-3
Place: Myrtle Beach
Info: (800) 258-2464

Helmet Freedom Rally
Date: October 11
Place: Starts at S&J Cycles, Columbia; parade to the statehouse; party afterward
Info: (888) SC ABATE

SOUTH DAKOTA
ABATE of South Dakota
Info: (605) 347-4009

TENNESSEE
CMT/ABATE of Tenn.
Info: (615) 883-5024

TEXAS
ABATE Confederation
Info: (409) 849-0258

TMRA II: (800) 222-0913

TMRA II Biker Olympics
Date: October 11
Place: Ft. Worth
Info: (817) 926-1346

Halloween Run
Date: October 23-25
Place: Mathis
Info: (512) 289-6742

Nitro on the Border
Date: Oct. 31-Nov. 1
Place: El Paso
Info: (615) 789-3202

UTAH
ABATE of Utah
Info: (801) 627-1117

Logan Toy Run
Date: October 3
Info: (801) 776-3138

Davis ABATE Toy Run
Date: October 4
Info: (801) 776-3138

Salt Lake City Toy Run
Date: October 11
Info: (801) 776-3138

Ogden Toy Run
Date: October 18
Info: (801) 776-3138

VERMONT
Freedom of the Road Riders
Info: (802) 223-1556

VIRGINIA
ABATE of Virginia
Info: (804) 846-8810

Halloween Dance
Date: October 31
Info: (804) 846-8810

WASHINGTON
ABATE of Washington
Info: (206) 643-9675

Harvest Moon Celebration
Date: October 10
Info: Carol (425) 774-7243

Halloween Party
Date: October 24
Info: Mike (425) 745-4077
e-mail: wglide13@aol.com

Halloween Party
Date: October 31
Place: Tacoma
Info: Marty (253) 474-7152

WASHINGTON, D.C.
ABATE of D.C.
Info: (202) 546-0953

Motorcycle Riders Foundation
Info: (202) 456-0983

WEST VIRGINIA
ABATE of West Virginia
Info: (304) 547-5495

Freedom Run Weekend
Date: October 3-4
Place: Charleston
Info: (304) 547-5495

Toy Run
Date: October 4
Info: (304) 547-5495

Halloween Party
Date: October 24
Place: Wyoming County
Info: (304) 547-5495

Athens H.O.G. Harleyween Party
Date: October 24
Info: (800) 258-2464

H.O.G. Toy Run Halloween Party
Date: October 31
Place: Gallipolis
Info: (800) 258-2464

WISCONSIN
ABATE of Wisconsin
Info: (800) 386-4442

Ozaukee Guzzler's Dirt Drags
Date: October 11
Place: Fillmore
Info: (920) 533-8577

WYOMING
ABATE of Wyoming
Info: (307) 266-6522

Wyoming Association of Concerned Motorcyclists
Info: (307) 235-1324

Wyoming Coalition of Bikers
Info: (307) 687-0459

Toy Run/Poker Run/Dance
Date: October 3
Info: (307) 266-6522

ABATE NE Chapter Toy Parade
Date: October 10
Info: (307) 687-0459

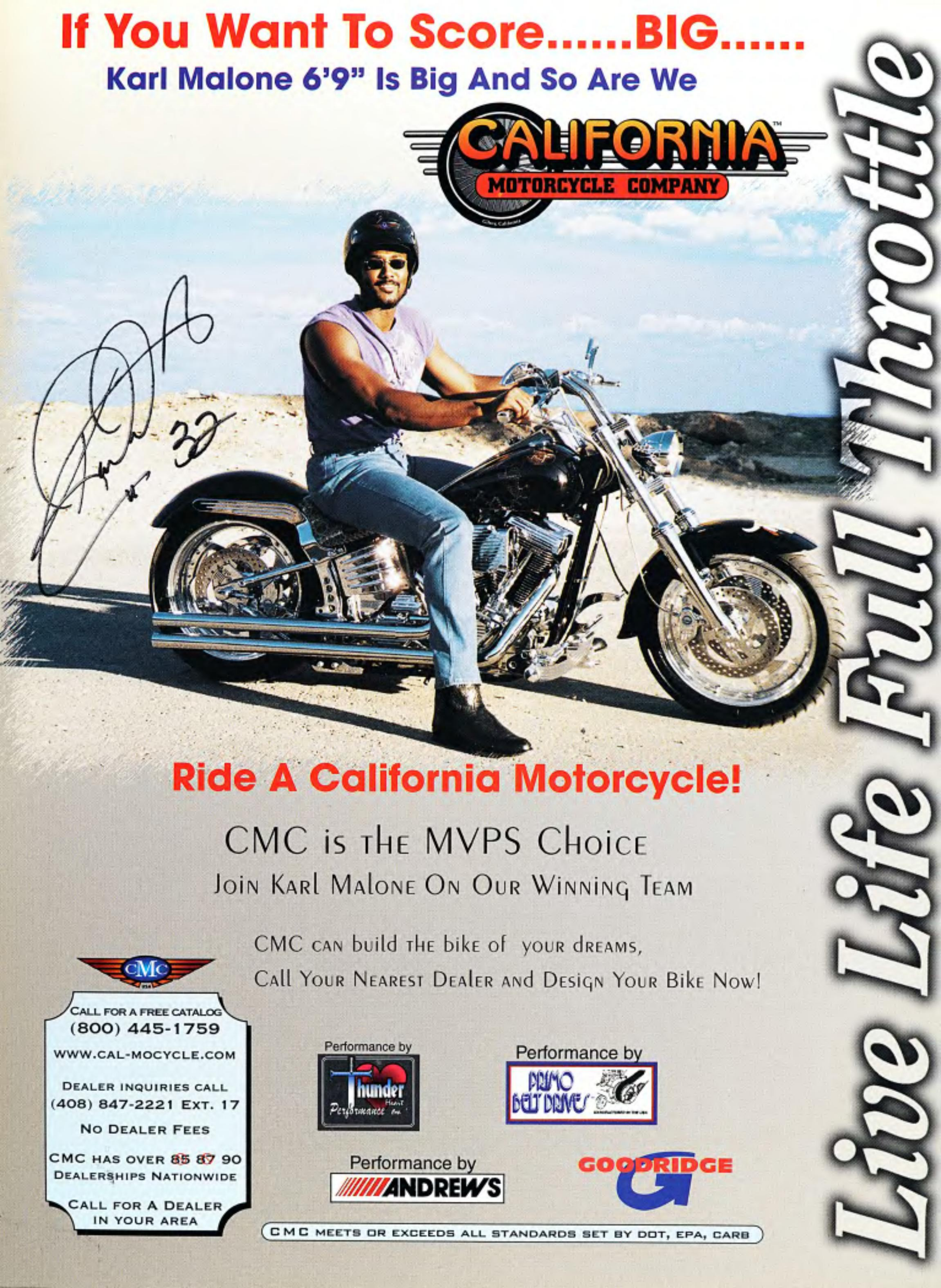
EUROPE
Federation of European Motorcyclists (FEM)
Info: 011 32 2 736 9047

FRANCE
Mondial Du Deux Roues, The Paris Show
Date: October 1-10
Place: Paris
Info: (33) (0)1 47 23 06 30

HOLLAND
Motorai '98
Date: October 19-25
Place: Amsterdam
Info: (31) (0)20 644 5059

POLAND
1st International Tattoo Convention
Date: October 13-14
Place: Palace of Culture and Science, Warsaw
Info: (48) (0)22 845 47 33

To have events listed, get the info to us at least three months in advance. We're as accurate as possible, but event dates can change after publication—so check with the sponsors before you ride across the state or country. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000; fax: (818) 889-5214.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If it's of interest to bikers, we'll print it.

bad behavior

Because I can

"We just want to be free and ride our machines and not be hassled by The Man."
—Heavenly Blues, The Wild Angels

As you longtime Easynews readers know, we have long been reporting bad behavior toward motorcyclists (especially when bikers are disrespected by cops). It's hard to believe this sort of thing still goes on in the enlightened age of Evos. Check out this incident reported by our bro, Gunny.

An ugly incident occurred recently at the funeral of a fallen brother. Tim Stewart was a good guy and a mechanic who worked at Columbia Motorcycle in Vancouver, Washington. He was a member of Free Souls MC. Tim was tragically killed on his bike in April. Members of his and other area clubs went to the funeral to pay their respects, as did attorney Sam Hochberg and myself.

Sam and our other riding lawyer, Spencer "Spike" Neal, were pulled out of the chapel by upset bikers, because the Vancouver P.D. and Clark County Sheriffs were out in the parking lot of the funeral home writing down the license plates of the bikers there to mourn. They refused to stop and refused to leave.

After legal arguments didn't work, Sam asked the cops why they had to disturb friends and family who were there to mourn with such "rude" behavior. The answer from this cop? "Because I can." Those words will echo in my head for a long time. All in all, it was a very sad day in Vancouver, for more than one reason.

—Gunny,
Oregon AIM Chief of Staff

biketoberfest

Easyriders lands on Beach Street

Major Surprises In The Works For Biketoberfest

If you are one of the many lucky dogs who are headin' to Biketoberfest in Daytona, October 22 to 25, you're in for some major surprises. *Easyriders* will feature a Master Builders' bike display, including Randy Simpson of Milwaukee Iron, Eddie Trotta, Cyril Huze, and Donnie Smith, and a manufacturer's row, all directly across from Daytona H-D. A special VIP party with great biker grub and live music will kick off the weekend Friday night—don't miss the celebs and the babes. Tickets for the VIP party will be available at *Easyriders* of Daytona, 605 Main St., Daytona Beach, FL 32118, (904)-238-1645, or at Daytona Harley-Davidson. Be there!

undercover

Erotica

Don't Dream It, Be It!

Imagine more than 15,000 wildly costumed, sex-crazed, semi-nude nasty nugget-warmers undulating around you and your throbbing Harley. You won't have to imagine it if you attend the 19th annual Exotic Erotic Ball on October 24, 8 p.m. to 2 a.m., at the famous Cow Palace in San Francisco. Live out your wildest fantasies at the Erotic Ball that started it all. Don't dream it, be it!

raisin pie

Gettin' it up and gettin' it on *Quantum Ad Brilliance*

Ya gotta love the folks at American Quantum Motorcycles for showin' class and style with the gut-bustin' full-page ad they recently ran in such prestigious periodicals as the *Wall Street Journal, New York Times,* and *Motorcycle Product News.* Beneath the visage of their brute force V-Four road burner on steroids, are the simple words, "For the 65 million men who don't need Viagra™." You gotta love it. The ad was the brainstorm of American Quantum's advertising agency, Della Femina/Jeary and partners. Raisin pie to you folks. With ads like these, every red-blooded American male will be checkin' out these bad-ass rides.

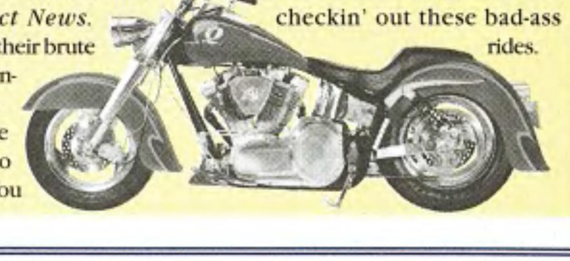

Photo at left: Quantum Motorcycles; Photo above: Kim Peterson

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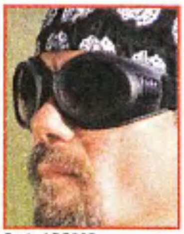

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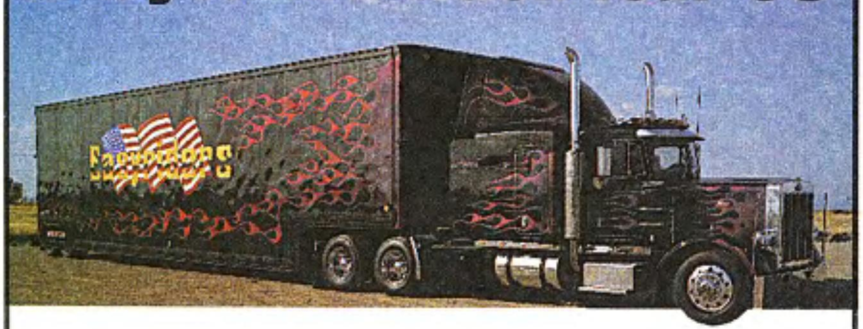

OCTOBER 1-4, 1998

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hall of fame

Mad Dog

A Man With A Mission

Our Hall of Fame inductee this month is Dale "Mad Dog" Messmer: ex-Marine, former businessman, longtime Harley rider, and convicted felon. He wants to share his story, but not with you—with your kids.

He spent 10 years as a sniper/scout in the United States Marine Corps. He was awarded this country's second highest military award—the Navy Cross—as well as the Silver Star, three Purple Hearts, and many other honors.

He is highly educated with degrees in Journalism from Kansas State University and Business Management from Vanderbilt, and is also a family man with three sons.

Then he made some poor choices that landed him one 15-year jail sentence followed by another 23-year stretch to be served out in some of the nation's most violent and primitive penitentiaries. He doesn't moralize about his choices, but he wants young people to understand the consequences of such choices.

Today he runs S.T.O.P., the Straight Talk Outreach Program, explaining to junior and senior high school students as well as "at risk" youth exactly what those consequences are—exactly what it's like to serve time for breaking the law.

It's estimated that over five million juveniles will be arrested this year, many thousands will be under the age of 18. Mad Dog's program has one goal only: to reduce that number.

To date he's brought his message to over 80,000 kids. If you're concerned about your kids, or you care about the youth in your community, the Straight Talk Outreach Program can make a difference. Give Mad Dog a call at (805) 499-4321 or page him at (800) 625-2945 (www.maddog@gte.net). It's one choice you won't regret. —*Mark Petterson*

Photo: Ron Fowler

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short strokes

The fever

On a 110-mile stretch through Wyoming, we topped 100 making time for the Badlands. The sun was clear, the thunder clouds hours away, and the smell of Jack Daniel's in the Dime Horseshoe Saloon awaited us in Sundance, Wyoming. A phone number was burning a hole in my pocket, a steady stream of Harleys filled Interstate 90, and my motorcycle was running like a top. We'd made it, 2,100 miles, and we could smell our homeland. Let's get to the news: **A group of riders are heading their 21s toward Mardi Gras** next year in celebration of the 30th anniversary of the making of the flick, *Easy Rider*. The plan is to leave in early May or June, and 10 riders are signed up so far, including myself. We'll keep you posted ...**A blind, 29-year-old, would-be biker** wants the opportunity to ride, to feel the wind and to smell the scent of the wild flowers and sheep shit along the winding Wyoming roads on the way to Sturgis. "I'd ride a thousand or a hundred thousand miles if given the opportunity," he states. You can reach him via his Web page: (http://digital.net/robocop)...**A travel tip, here:** Stay out of New Delhi. The Sikh fanatics of the so-called Khalistan Commando Force have spelled out their non-negotiable vegetarian visions of the future. Posters around the city of Amritsar declare warnings to sellers of meat, liquor, and tobacco. The posters list 13 categories of people whom the commando force "will not pardon at any cost and will burn alive." Talk about a forced diet... **The first Southeast Asia H.O.G. Rally took place** on the paradise island of Langkawi, Malaysia. Did you know that the island name Langkawi derives from the Malay word "Helang," which means Eagle? Since the eagle is synonymous with Harley owners, the island was chosen as the venue for their first SEA-H.O.G. Rally...**Angelo in Iowa passed along this tip** about a dozen stolen bikes discovered in Council Bluffs that were located intact by Omaha, Nebraska, cops. If you lost a bike on the way to the Black Hills

Rally in 1997, and it disappeared in the Council Bluffs region, call the Council Bluffs Police for info...**The new, harsh Air Force tat regs** have been confirmed (see Short Strokes *ER* #301) by Derm, a 14-year NCO who sports several large tattoos on his lower biceps and forearms. "This policy change certainly affects me," he says. "The possibility of interpretation differences between base commanders is going to be a big problem. Also, if tattoos can be covered with current military clothing items, what happens when a required uniform combination does not provide this coverage?" We'll stand by for more info...**I'm moving from one garage to another,** and if I'm like half the bikers in the world, I've collected way too much shit. There's a company called Renaissance Worldwide, The India Fund, that collects old equipment and gives it to needy people. They'll take the stuff off your hands and give you a donation form to help with your taxes. If they can't reach you, there are local agencies that will perform similar services. Call the United Way. The number for these people is (510) 881-5472...**And our own photo sharpshooter Mike Lichter** has been appointed president of the American Society of Media Photographers, Colorado Chapter. I suppose we'll have to pay him more. Congratulations, Mike... **And now from Philadelphia:** Two Amish men have been accused of buying cocaine from gang members and distributing it to young members of the conservative religious group. As most of you know, the Amish don't cotton to driving cars, using electrical appliances, wearing fancy clothes, and they cruise around in horse-drawn buggies. What's the world coming to?...**On Father's Day, Michael Eagleheart and his 13-year-old son** took off on a 5,000-mile roundtrip putt to meet with President Clinton on the subject of gang violence in small towns. For more information on the Eagleheart campaign call (505) 546-3453...**Here's a final note from a Council Bluffs, Iowa, Motor Officer** who's been trying to build support for the purchase of a new motorcycle in his one-bike-officer department:. "You can do things on a motorcycle you can't do in a car," says officer Bob Christensen. Christensen is the lone motorcycle cop for the department. Since he completed training in April 1981, his Kawasaki Police 1000 has spent more time in the shop than on the road. Yeah? We could have told him that.. **On the answering machine this morning** was a gravely-voiced anonymous tip. In a hoarse whisper, the caller told me that the California Motorcycle Company is building a line of Captain America and Billy Bikes to be sold later this year...**And a final news flash from the factory:** Harley-Davidson announced that it has received approval to establish an assembly operation that will import U.S.-made components and subassemblies for final assembly in Brazil. This will increase the availability of H-D motorcycles in Brazil, while reducing the duties and taxes on the bikes, making them affordable to a larger segment of Brazilian consumers... **Hey, for you guys looking for a suicide clutch,** jockey shift setup for Evos, I found it. Call Arlin Fatland at Two Wheelers in Denver: (303) 433-7035. Arlin sets up a shop in Daytona and Sturgis every year... **Here's a new veterans organization:** Combat Veterans International. This club is open to any members serving or who have served in any branch and spent time in an active service zone, be it Northern Ireland, the Faulklands, Vietnam, or any place that has had conflict, from full active service to peacekeeping in some back water country. I thought he said, "Combat." The address is P.O. Box 249, Cooroy Old 4563, Australia...**Sturgis, the Badlands, the Jack Pines,** and the Western history invigorate my cityfied senses every year. You can read the entire Sturgis riding saga on Bandit's bikernet (www.bikernet.com), or a sliced version in *Biker* #165. A great deal of my next book, *Sam "Chopper" Orwell*, will take place in the Badlands. If you've never been there, someday you must feel the spirit left behind by the outlaws of the 1800s and know why 350,000 bikers make the tour to South Dakota every year. Ride forever.

—Bandit

UPDATED For 1998 from GMA

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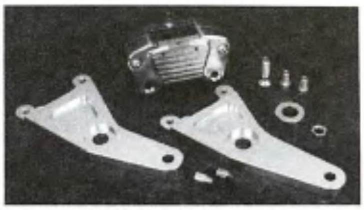
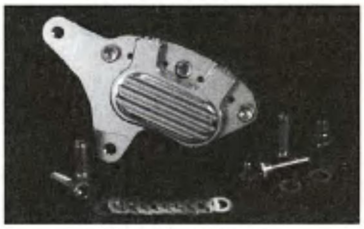
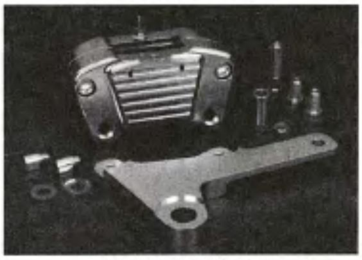


73-84 Big Twins Rear



84-Present Front



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tech video

Talkin' Tech

Because you can never know too much about how your bike works or learn too many new ways to make it go faster and look better, *Easyriders* presents our special Tech Tips Video. This little collector's edition features everything from how to bleed your brakes and flame paint your tank, to how to install an AeroCharger turbo, and even shows you the mysterious alchemy that makes chrome plating possible. It's all here in living color. Available from your pals at *Easyriders* for a measly $19.95. See ad in this issue.

Mutha of a mag

Biker magazine keeps the faith

Remember the old *Easyriders*? The David Mann centerspreads, Rip's Run, bikers' rights news, bad-ass fiction, prison news, and the wild and wanton women?

Well, we haven't forgotten you. All those elements are still alive in *Biker* magazine. That's right, our own *Biker* rag now sports the best of what *Easyriders* was all about in the kickass past.

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You can find *Biker* wherever badass magazines are sold, or support the tradition by subscribing. Call (800) 247-6246

So support the traditional *Biker*, and let's show 'em we still care.

—*Snake*

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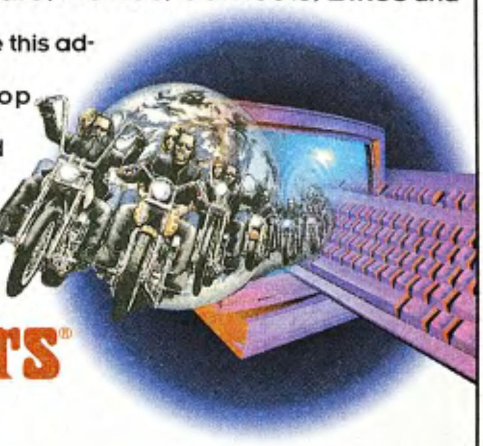

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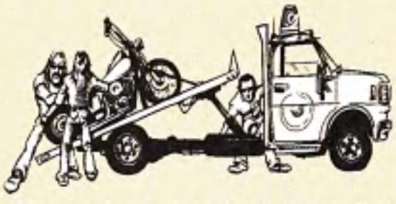
SHIT HAPPENS!

I have a 1996 Road King and I recently installed 80-spoke Hallcraft wheels, a Corbin seat, and for some added juice, the new Mikuni PAT setup. A three-day ride up the coast landed in my lap, and I was hot to hit the road. The bike was running like a top and glistening from end to end.

Day one took us up the coast. The weather was fine and life on the road couldn't have been better. On day two we rolled into the desert. I was out in front, feeling the heat of the land turn my skin a dark tan, while we passed a constant line of iron cages. The bike was running like a bat outta hell when it first coughed. It blinked, I cringed, then it kept going. I had plenty of gas so I wasn't approaching reserve. I relaxed and the wind felt good whipping through my hair, then it coughed again, sputtered and died.

There I was sitting alongside the smoldering desert highway with four guys snarlin' at me. Man, it was hot as pancakes on a griddle. We had heard about petcock problems on these new models, but rumors weren't helping in the desert, miles from even a cold beer.

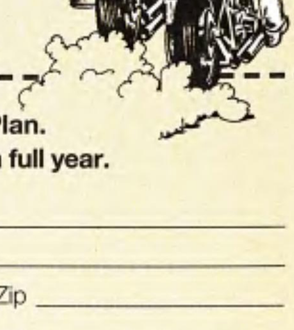
A few hundred feet ahead was a call box, so I pulled out my



Bros Club card and made a call. I didn't know what to expect, but they hit me with a good attitude and told me to hang, for someone would be out shortly. Just 45 minutes later a flatbed arrived and we loaded the King for the trip to *Easyriders* of Fresno. The petcock was replaced and within two hours I was back on the road.

It's a dream to call a service that doesn't give you shit about being a biker.

Ride Forever,
Snarlin' Jack
Pacoima, Calif.



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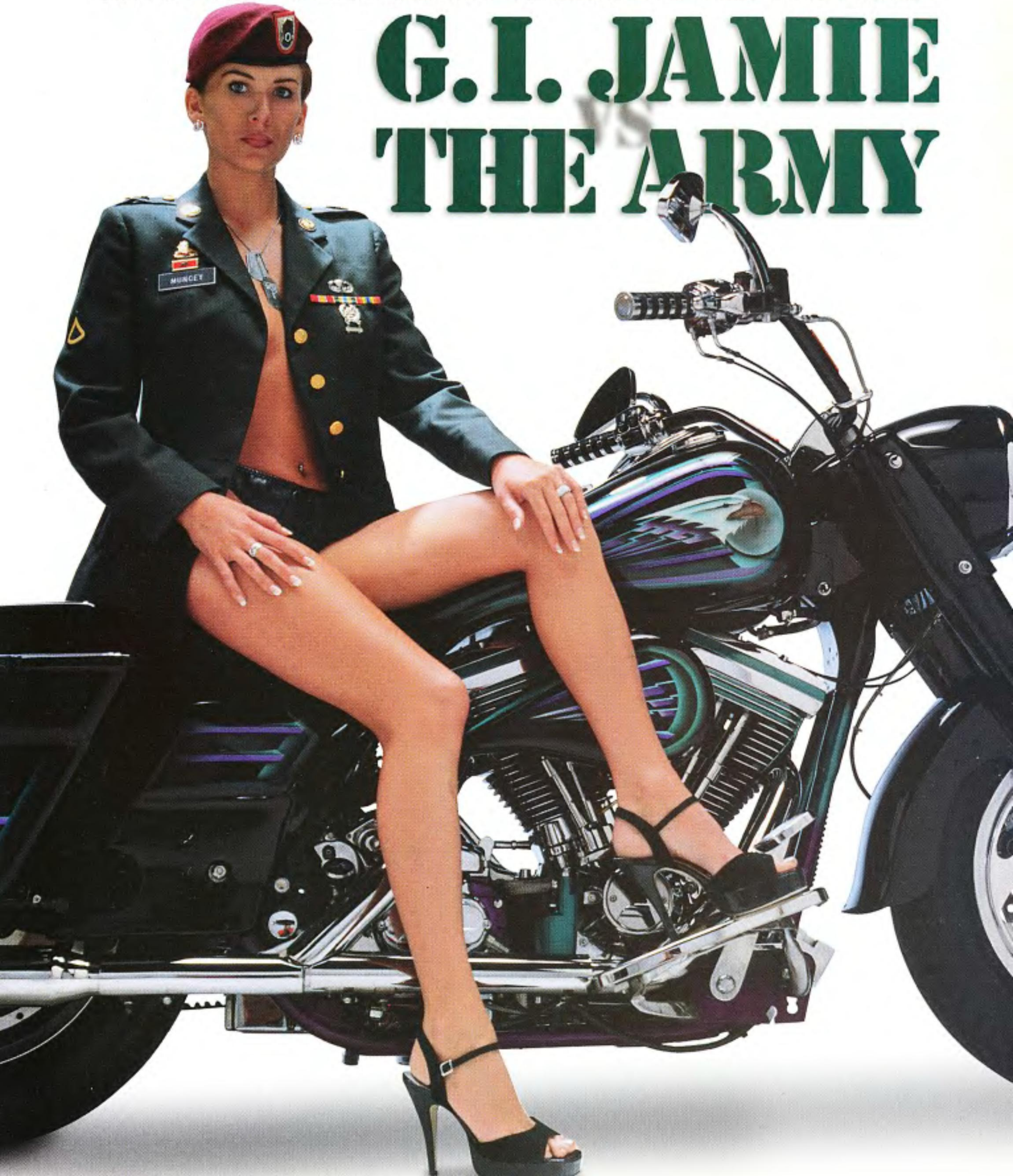
BA305

This issue's all-American cover girl is none other than G.I. Jamie, aka Penny Nowak, who rose to nationwide fame when the United States Army chose to discharge her just because she sort of ... got naked and did a photo layout at her Army base for *Hustler*. I know what you're thinking, "Those jamokes down at the Pentagon have no sense of humor at all." And you'd be right.

Specialist Penny of the 403rd Transportation Company was severely reprimanded for inappropriate conduct by no less a personage of honor as Brigadier General Carl H. Freeman. A memorandum was placed in her jacket that states, "You permitted *Hometown Girls*, a pornographic magazine, to publish indecent photographs of you in its March 1998 edition. The photographs portray you in sexually suggestive positions at recognizable locations on Fort Bragg (ya gotta love it!). Army equipment is clearly visible in some photographs (Good thing she didn't pose with the aliens and UFOs at Area 51).→

G.I. JAMIE VS THE ARMY



Six weeks later, G.I. Jamie's lawyer, Kyle D. Smith, responded to the reprimand saying that SPC Nowak maintains her innocence and feels that she did nothing to bring discredit or embarrassment to her peers, her command, or to the Army. Smith went on to note that the Army's PX carries the magazine in question and that if the magazine were truly pornographic and filled with indecent photographs, surely the fine PX system would never openly display and sell them (hee, hee, hee). By the way, the issue was totally sold out at the base.

Senior Defense Counsel Smith concluded that SPC Nowak has dedicated her life to serving her country and that she has shown exceptional judgment and integrity throughout her career. The Army realized that they were in the public spotlight in this case, knew that *Hustler's* lawyers would be called in, and decided to give this sexy little package the boot anyway, but managed a General Discharge instead of a Dishonorable Discharge. They didn't want any negative publicity, ya know. Under the UCMJ (Uniform Code of Military Justice), no disciplinary punishment was ever filed against Penny.

Ms. Nowak of Clarksville, Tennessee, left the Army on May 1, and now graces our red, white, and blue pages—adorned in her battle dress uniform, no less—on L.C. Lynch's Danny Thompson-built Road King. As for Ms. Nowak's future, "I would like to pursue more modeling," Penny told us. "The Army's no place for sexy chicks and sometimes it doesn't pay to show off your assets." And what assets they are, Penny. Baseball, apple pie, Harley-Davidson, and G.I. Jamie's dazzling smile. What could be more American than that?

—Phantom

THE ARMY DECIDED TO GIVE THIS

Photos: Bill Ellis

SEXY LITTLE PACKAGE THE BOOT

LACONIA '98

The 75th Anniversary

Laconia is the mosh pit of bike events. It's older and bolder than Daytona and Sturgis, a place where bent wrists strangle wailing throttles as they wrench out hole shots from hell; where breasts are worshiped as the sacred milk dispensers they are; where sheer human numbers generate more sweat in a week than some small Third World nations do in a year. It's a place where, once again, the fact is reaffirmed that bikers do have more fun than humans. →

ALL THAT AND A CAN OF BEER

3 FOR $20
RESTROOMS
11
RESTROOMS
12

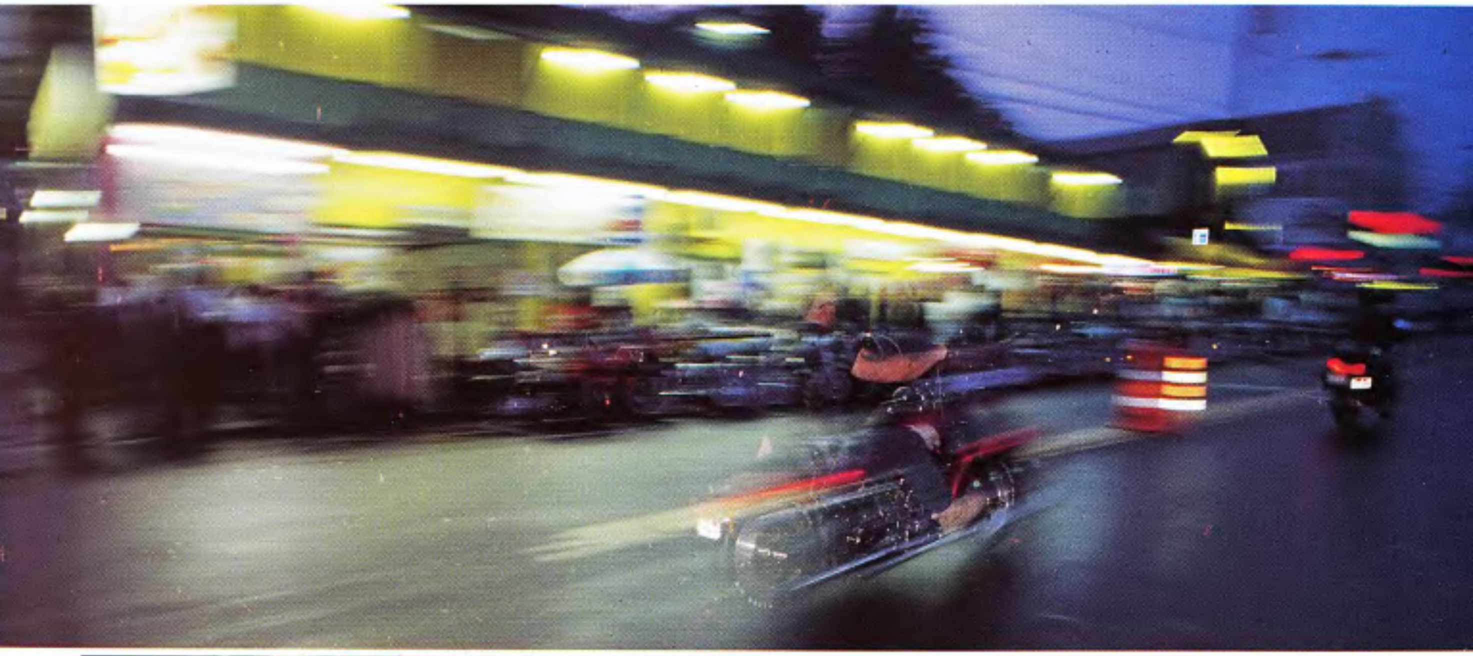
LACONIA 75

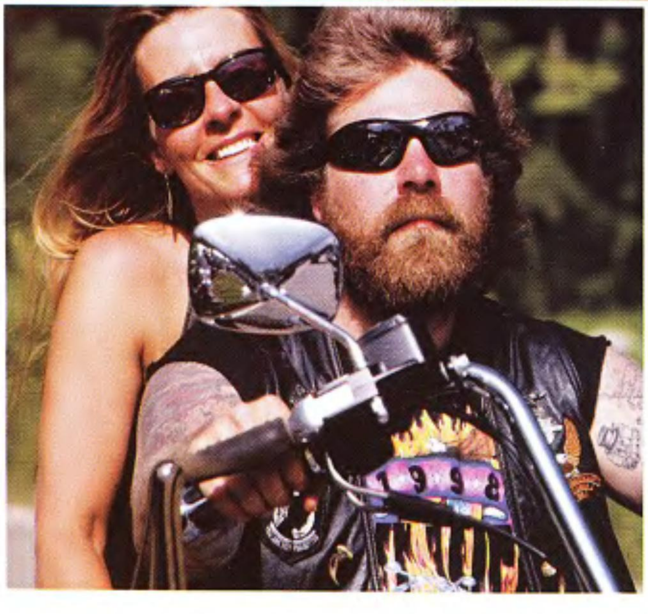
This was Laconia's 75th running, and by anyone's recollection, one of the wettest ever. With riders rolling in from Harley's 95th Reunion in Milwaukee, 1,200 miles east, the only way to beat the trailing storms was to go up and over, through Canada. But even that only postponed the inevitable. The week started out on the previous Sunday, with nine million vendors settin' up all over God's creation. They remade the original track out at Gunstock for the Laconia Vintage Road Races, somethin' you could check out after catchin' the kick-off breakfast at Hart's Turkey Farm in Meredith. Or, you could catch the New England Amateur Championship Road Races, runnin' at the New Hampshire International Speedway.

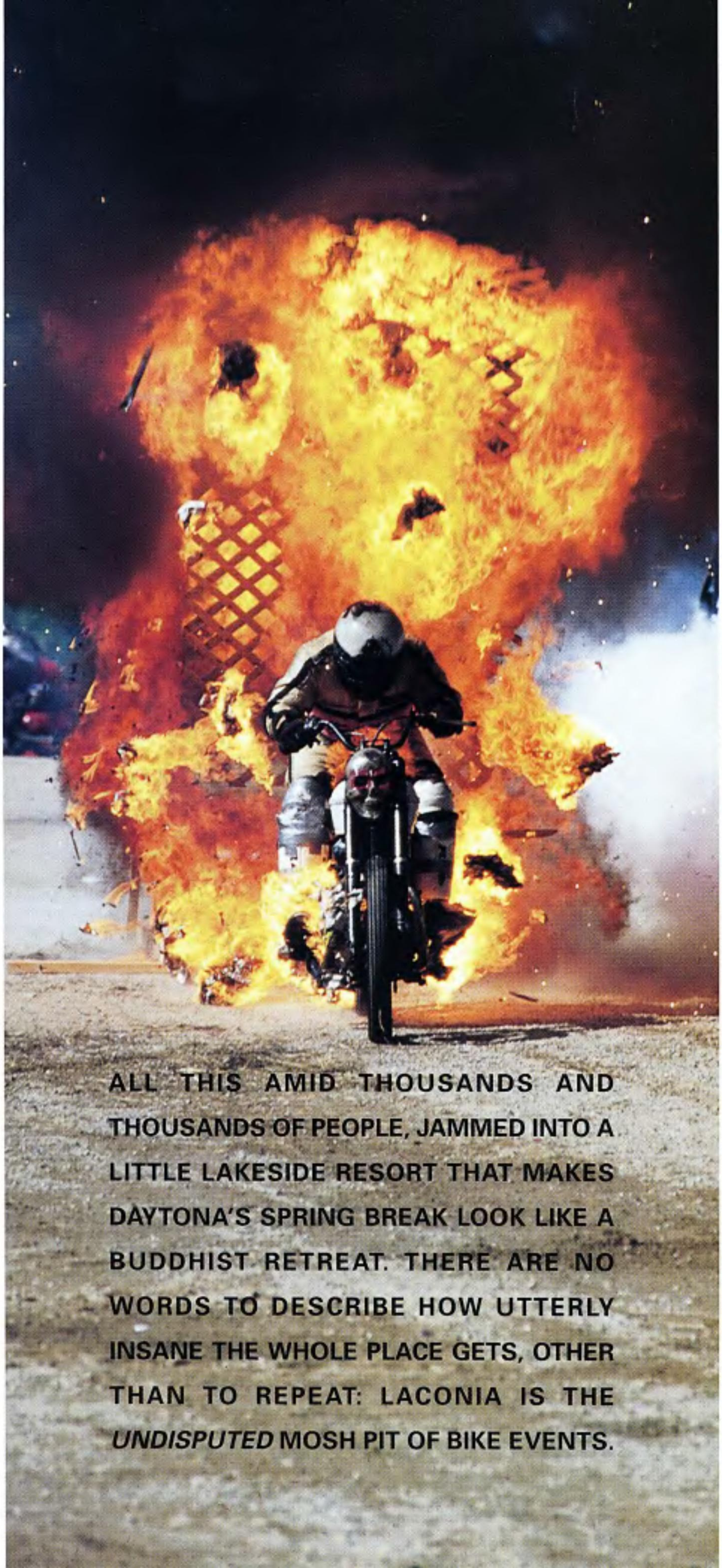
Monday and Tuesday had a sky fulla rain and a pisspot fulla AMA events, including daily Gypsy tours, a swap meet at the Belknap County Fairgrounds, a tattoo contest at the Road Kill Cafe, and a Lake Poker Run sponsored by the Broken Antler. Tuesday saw more AMA racing, with a DARE poker run, and a pig roast at the Broken Antler (including biggest belly and burnout contests). The Christmas Island Steakhouse held a nightly $1,500 eight-ball tourney, working toward a Saturday night final. And if ya wanted 'em, there were more guided tours available of the miles of scenic lakes and mountains that make this area such a rider's paradise.

Wednesday saw a letup in the weather, with AMA hillclimbs at Gunstock (up an Olympic ski ramp, mind you). The Marshall Tucker Band and Little Feat cranked it up out at Meadowbrook Farm, and inkslingers duked it out (or whatever it is they do) at the Broken Antler's LA East Tattoo Show and Contest. Thursday's skies opened up again, but didn't stop the AMA Slow races, Women's Cole Slaw Wrestling at the Broken Antler (not an AMA event ... yet), or the Second Annual Best of Harley, held at the Black Cat. A POW-MIA Freedom ride, sponsored by HD Riders MC, was complemented by a Road Kill Cafe Veterans Appreciation Day as well. Flattrack races fired up out at the Jolly Roger MotoSport Park, the fireworks lit up Lake Winnipesaukee, and the traffic began to grow.

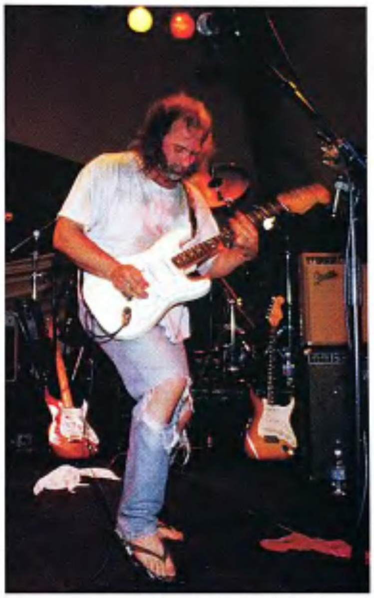
By Friday, the junction of Highways 3 and 11 leading to Weirs Beach was living up to the annual reputation as being the most →

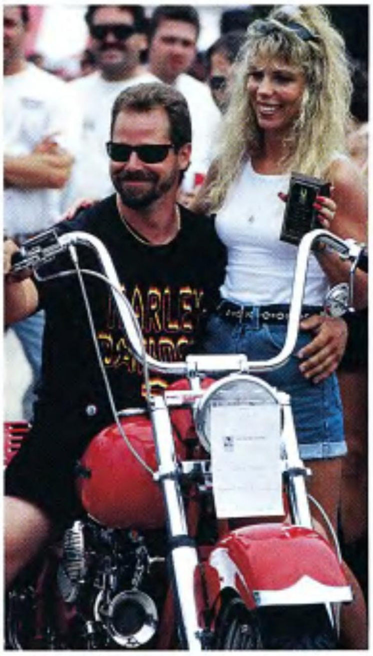


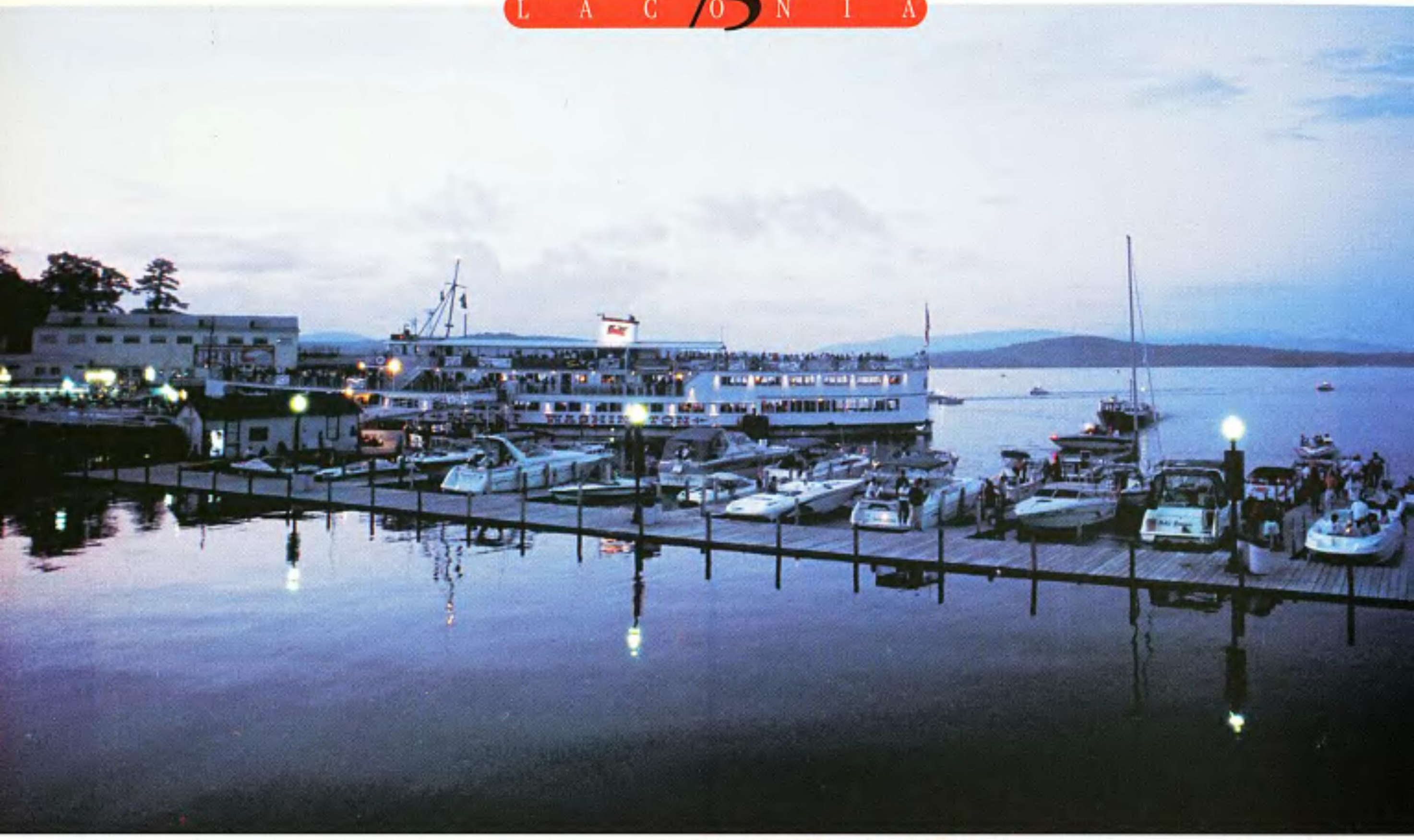


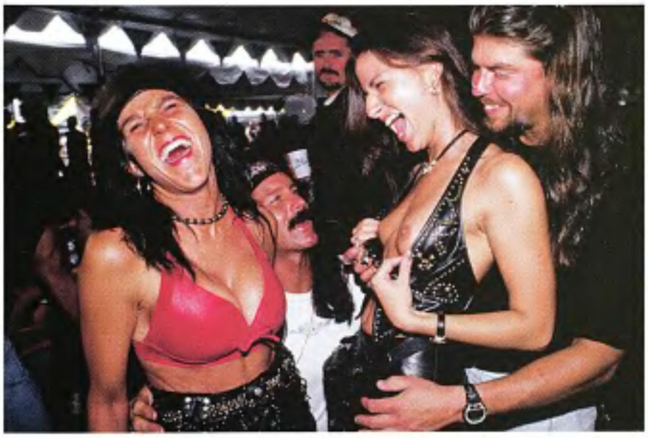


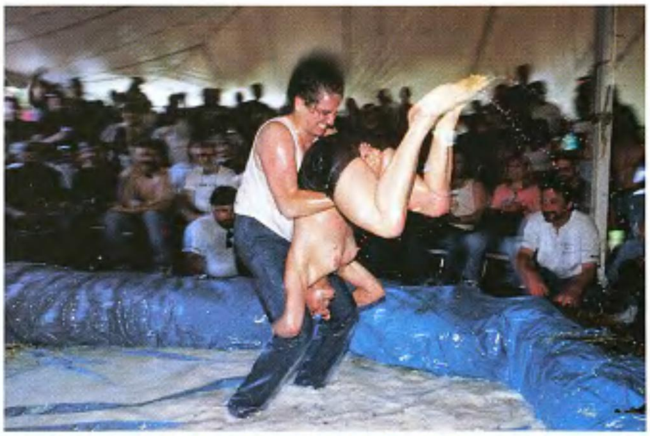
ALL THIS AMID THOUSANDS AND THOUSANDS OF PEOPLE, JAMMED INTO A LITTLE LAKESIDE RESORT THAT MAKES DAYTONA'S SPRING BREAK LOOK LIKE A BUDDHIST RETREAT. THERE ARE NO WORDS TO DESCRIBE HOW UTTERLY INSANE THE WHOLE PLACE GETS, OTHER THAN TO REPEAT: LACONIA IS THE *UNDISPUTED* MOSH PIT OF BIKE EVENTS.

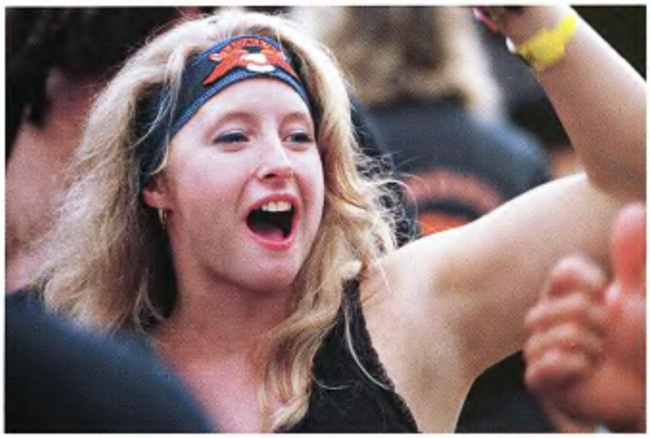


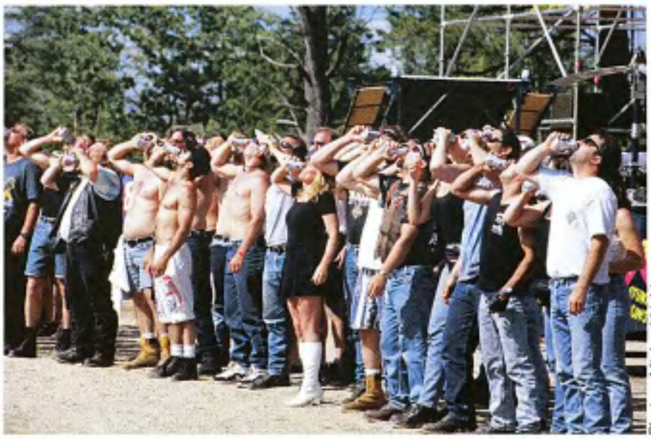












Photos: Michael Lichter

crowded intersection on the East Coast. The main reason people come to Laconia could be heard out at the New Hampshire International Speedway track, in Loudon, with 250cc grand prix bikes, and 600 Supersports making serious traction. Additional traction in the form of thigh-gripping bikinis could be found at the Broken Antler's Ms. Broken Antler Contest. Friday also offered a First Blessing of the Bikes at the Gunstock Recreation Area and the Road Kill Cafe's Castle Springs Poker Run.

Saturday brought the insanity of all-night burnouts, blarin' music, flashin' tits, and miles of bikes (plus curious onlookers) to an H-D head with a Nempco bike show at Funspot—proceeds donated to the MDA. The 2nd Annual International Bike Show was hosted by H-D International, and those men not suffering from chronic beer gut flaunted their pecs at the Broken Antler's Men's Best Chest Contest.

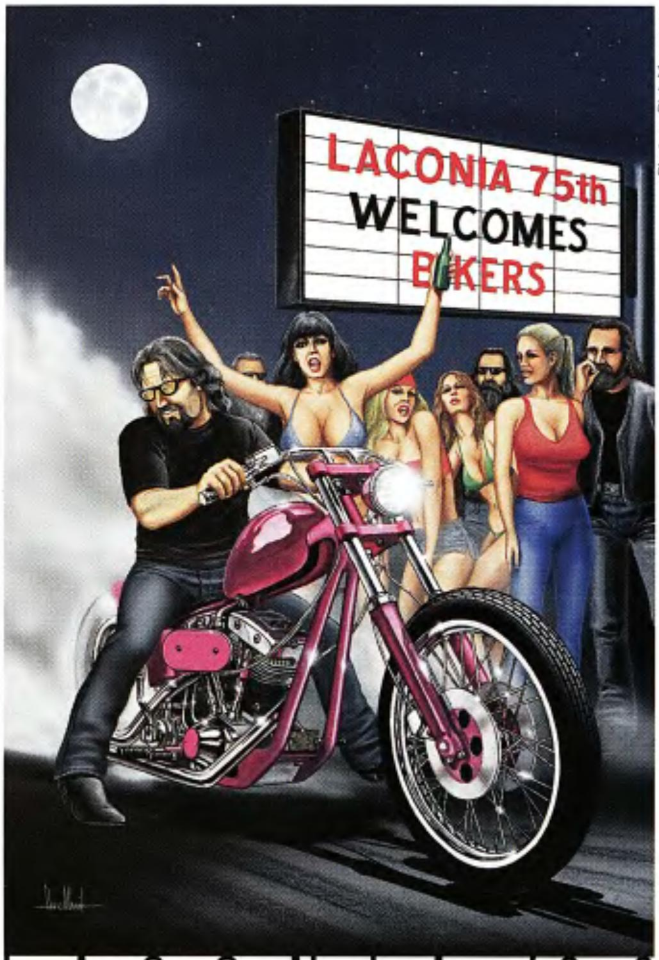
All this amid thousands and thousands of people, jammed into a little lakeside resort that makes Daytona's Spring Break look like a Buddhist retreat. There are no words to describe how utterly fucking insane the whole place gets, other than to repeat: Laconia is the *undisputed* mosh pit of bike events. The 75th Diamond Anniversary didn't let rain diminish its shine by one lumen (which is not some faction of the militia, by the way).

But it's also a place where people go to see backroads dotted with country mom-and-pop grocery stores, stone bridges, winding roads laid down by our forefathers, and plenty of trees behind which the amorous can grab a piece of nature. So bring some earplugs, a blanket, and make it to the 76th. And if ya see a dude in really ripped-to-shit jeans, buy him a beer. That'd be Shultz. It's his party you're attending. And it's a fuckin' doozy.

—*Captain Trash*

"Six bags of chips, four cases of beer, and a carrot. You on a health kick again, Charlie?"

LACONIA '98
Racing At Loudon



Photos: Rick Menapace

I don't know how Loudon's 75th Anniversary celebration went for you up at Party Central in Weir's Beach, but it wasn't much of a party down at New Hampshire International Speedway. Fact is, it was one of the worst weekends of broken bodies and broken bikes this reporter's ever witnessed.

One of the most serious injuries was to factory Harley Superbike racer, Thomas Wilson. During Friday morning's practice session, Wilson lost control of the front end of his VR1000 going into turn one and low-sided. The bike slid into the wall and exploded. Wilson followed his mount into an unprotected area of the wall and hit feet first, breaking both legs, shattering his pelvis, puncturing a lung, and damaging his liver. Art Gompper, H-D director of marketing, said the rider "was ripped open pretty good." Wilson was transferred from Concord Hospital to Dartmouth Hitchcock Medical Center where he underwent surgery. He came out of surgery in stable condition, but as of this writing, it's not known if the popular rider's injuries will prove career-ending.

Tilley Harley-Davidson Superbike pilot, Jamie James, crashed badly in practice the day before, and although up and slowly moving around, his injuries ended James' Loudon '98 racing chances.

Superbike championship points leader, Miguel DuHamel, also crashed his Honda in turn one, breaking his femur and knee when his bike slid in freshly fallen rain, ending both the championship hopes and the season for the former H-D Superbike racer.

And finally—thank God!—Brett Metzger, a veteran Superbike privateer, hit the wall coming out of turn 12 on Friday, fracturing his skull and left elbow, and losing both his spleen and a kidney in surgery. He was in intensive care in the Concord Hospital, but, thankfully, regained consciousness Sunday morning after being taken off life-support systems.

So for those folks who think it's fun going to races to watch the crashes, write this down: It ain't. Imagine it's your brother out there, because, in the grand scheme of things, partner, it is.

As for the racing itself, Wilson's factory Harley Superbike teammate, Pascal Picotte, broke on the 24th lap of Sunday's finale while running fifth. And although his crew got the bike running again, it quit for good a short time later. It's a cryin' shame, really. Picotte has been awesome in qualifying this year, going like a demon and sending Orange and Black hopes sky-high. But it seems like something somewhere always comes unglued, and so he sits mired in a hugely undeserved 16th place in the '98 AMA Superbike points standings so far.

It was left to young privateer Chris Rankin and his Lance Baker-crewed Bell County H-D VR1000 to carry Loudon '98's lone Milwaukee Superbike torch, and he did well, finishing a respectable 13th in the 29-bike field.

THE SUPERTWINS CLASS WAS THE PROVING GROUND FOR THE STARS OF THE FUTURE

Over in the AMA's new Pro Thunder class—your chance to see the likes of Harleys and Triumphs and such hammer on each other's doors just like in the old days—Shawn Higbee and his Tilley H-D-sponsored Buell slugged it out with series points leader, Paul Harrell on his Orange County Triumph T595, before Higbee and his Buell took the checkered. So there was one for us.

And while we're looking for reasons to cheer, the factory wasn't absent from the rest of the racing, either—but in a more indirect way. Simply put, it was one helluva weekend for the AMA's late H-D SuperTwins class alumni. I've said it before in these pages, that the SuperTwins class was the proving ground for the stars of the future. And the lads are making me look like a prophet.

H-D SuperTwins alum Aaron Yates tore it up, winning Sunday's big Superbike race, and came from behind to take second in 600 Supersport. 1997's SuperTwins champ, Eric Bostrom, won the Pirelli Formula Xtreme final by almost nine seconds, and has won every race in the series so far this year, save one! Brother Ben Bostrom, now The Great Hope for Team Honda after the loss of DuHamel, took third in 600 Supersport, and remounted after crashing in the Superbike final, to claw his way back to seventh. Another former SuperTwins champ, Shawn Higbee, won. And young Jake Zemke, who had only one year in SuperTwins, riding for Bartels' H-D last year, rode his Suzuki to 6th in the 750 Supersport final.

So if you're the sort who looks for a silver lining in every cloud, grab hold of those, and we'll see you at the races on a better day.

—Ricky Racer

65

SUPERBIKE
SERIES
VR-1000
FEATHERLITE
HARLEY-DAVIDSON

3
Buell

Buell

21

59

2

Arai
DUNLOP
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39
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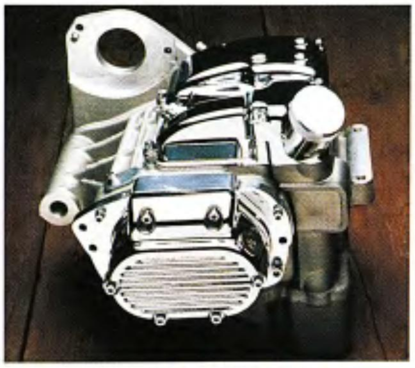
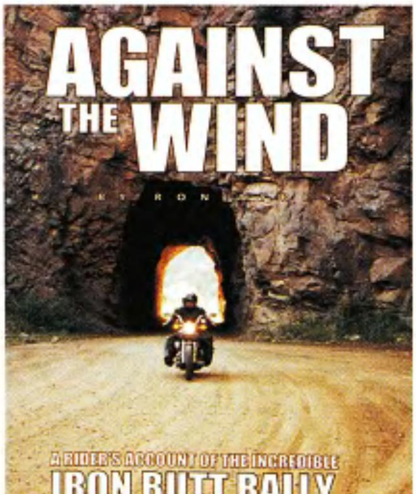


This Tranny Is Not For Granny

Ya gotta love JIMS, they make every kind of tool imaginable to do things your fingers and screwdrivers can't. This month we're showin' off their nifty Dyna transmission. Sure it's as pretty as a speckled pup, but a closer look reveals close ratio gears, a billet pillow block, chrome 7075 aluminum trap door, chrome covers, and hardware. Check out their whole product line at a dealer as close to your shop as possible (www.jimsusa.com).



Iron Butt Ballyhoo

Each and every page of this wild ride of a book makes your butt sore! Author Ron Ayres takes readers on a very personal two-wheeled odyssey that takes in over 12,000 miles in 11 days. Ouch! The trip isn't about winning or even finishing the torturous Iron Butt Rally; it's about surviving it. Great reading from Whitehorse Press: (800) 531-1133 (U.S. and Canada), (603) 356-6556 (international), www.whitehorsepress.com.

Vroom Boomers

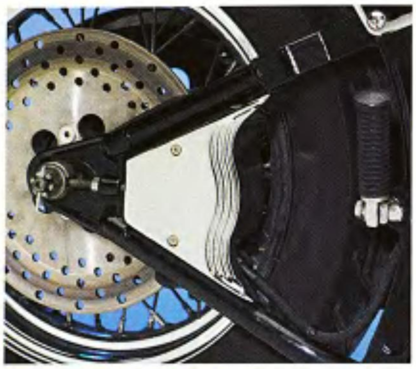
Harley knows you love that rumblin' sound and now you can look cool, sound cool, and go damn fast with Harley-Davidson's street-legal slip-on mufflers. Available in straight or slash-cut for Sportsters, Dynas, and Softails, these babies increase exhaust flow more than 16 percent over stock and look good doin' it. For more info drop by your local Harley dealer or check out their Web site at www.harley-davidson.com.

Now Reaching Maximum Velocity

VThunder by Comp Cams offers these Maximum Velocity billet cylinder heads for Evo big twins. We're talkin' artistry in metal, folks, sculpted from today's biker's favorite aircraft alloy. These pups bolt right on to 80-inch motors with stock bore and stroke, all the way up to larger displacement motors with up to 3 13/16-inch bore. You'll get more horses and a torque curve that looks like Mount Rainier! These mighty max heads come pre-assembled from the factory and don't need a special manifold. For more info contact VThunder at (800) 967-1066 (www.vthunder.com).

Go Boltless

These razor-sharp rolling rodent eaters make lovely curly fries. Just kidding. This is actually RC Components' newest one-piece billet wheel. You heard right, bunky—no bolts and no welds, just one solid piece of cool-lookin' billet, which has been rightfully named Wicked. More mind-melting designs will soon follow from America's number one wheel manufacturer. The Wicked wheel comes polished or chromed and ready for show. See your friendly neighborhood bike shop or call (502) 842-6000 (www.rccomponents.com).

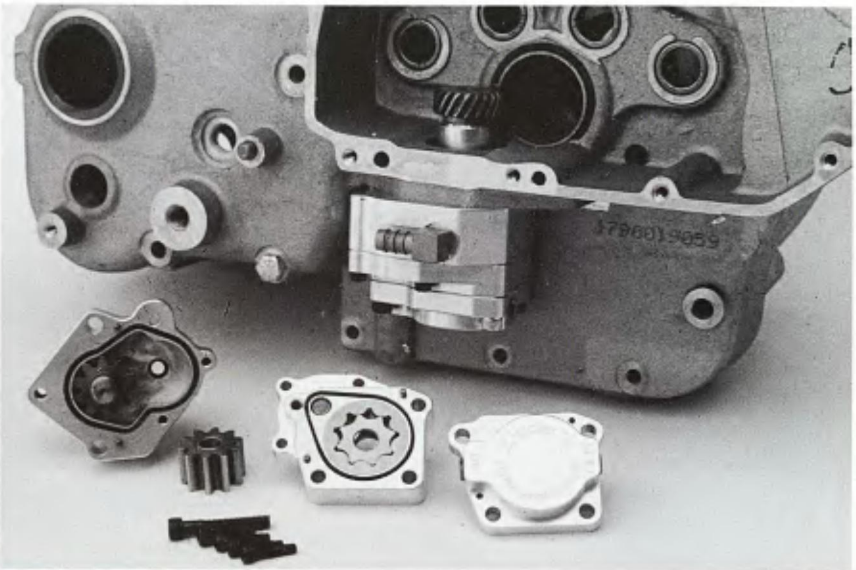


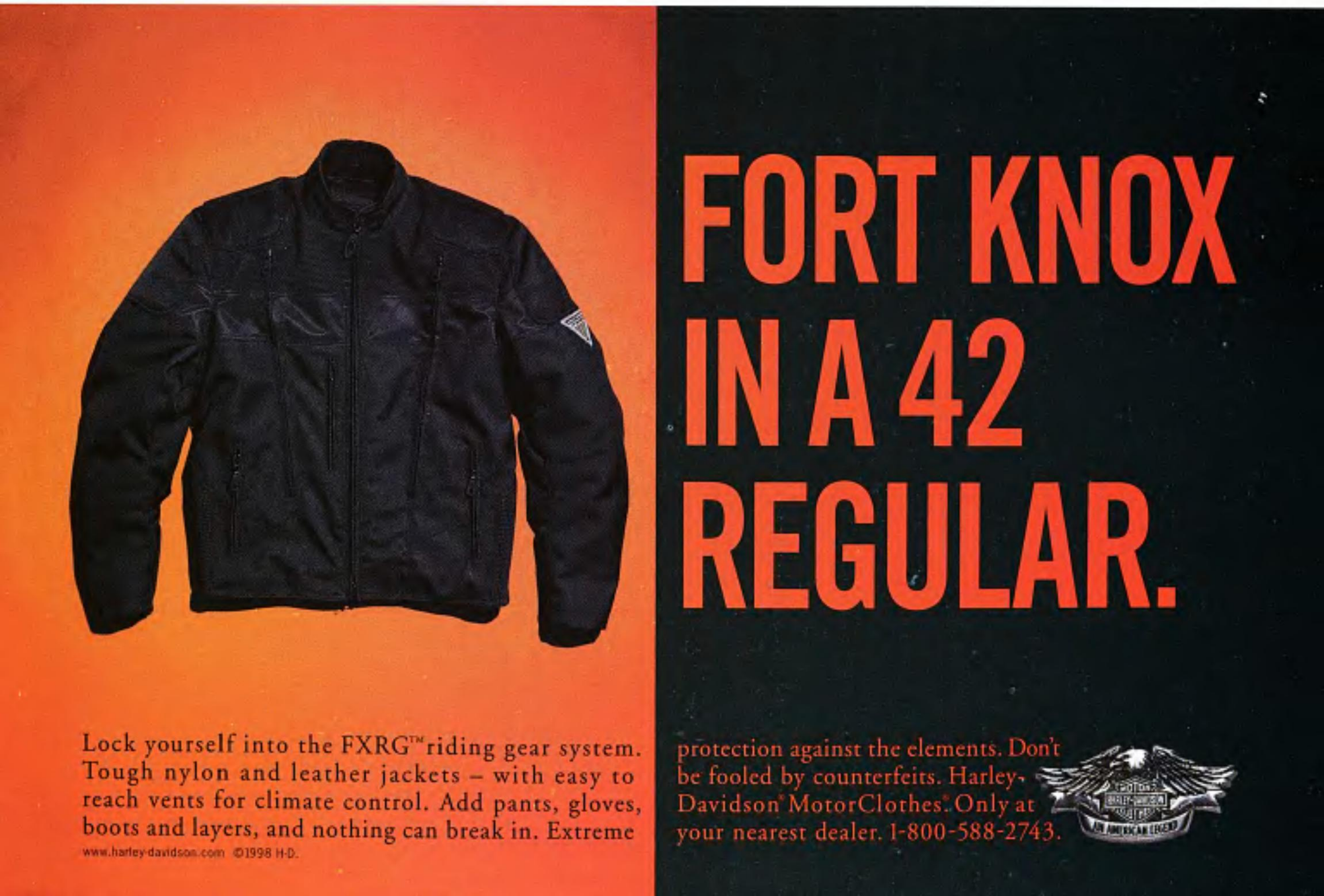
Cover That Caliper

Rick Doss does nice, clean stuff with a real sense of flair. Check out his rear caliper cover for Softails and you'll see what we mean. This chrome-plated goodie goes on in minutes, all you'll need is a couple of tools and a beer. This waterfall-ribbed wonder (sounds like a condom) includes all mounting hardware and fits all Softails from 1987 to present. Available from your pals at Custom Chrome, call (800)729-3332 (www.customchrome.com).

More Oil, Dammit!

Yes, getting more oil to all the parts that need oil is a good thing. Zipper's Performance Products offers this new high-performance billet oil pump for Sportster and Buell engines. The return side uses large spur-type gears to increase oil scavenging and reduced oil cavitation (that means more oil where it counts). The pump's a bolt-on item for '91 and up engines with very minor case modification. See your dealer or contact Zipper's at (410) 799-8989.





Harley-Davidson's spectacular new model launch for 1999 was held on July 13 at the glitzy Harley-Davidson Cafe in Las Vegas. It was followed the next day by a awe-inspiring 200-mile test ride on selected shiny new bikes. The ride took us on winding roads through Utah's famous Zion Park, Snow Canyon, and other amazing sites between St. George and Cedar City. The folks at the Motor Company put on a helluva show for the press, and our thanks go out to Steve Piehl, Don Keiffer, Paul James, Bob Kobylarz, and their entire team.

1999 promises to be the most exciting model year since the birth of the Evolution motor, with Harley-Davidson offering four new models to their lineup, as well as a totally new rubbermount engine.

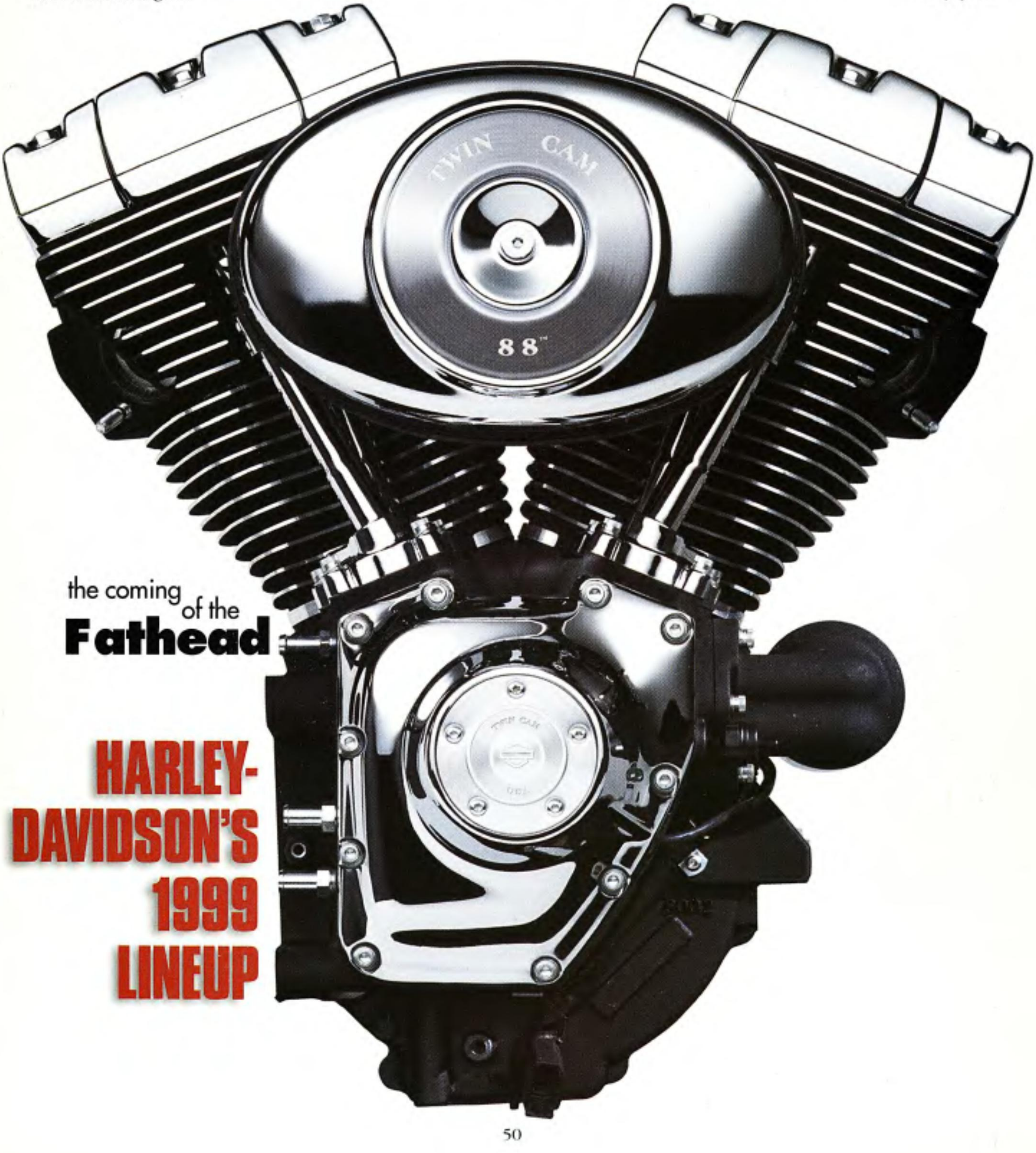
The infamous "Fathead" 1450cc Twin Cam 88 will power the 1999 Touring and Dyna models, while the tried and true big twin Evo will continue to drive the Softail line.

Notable additions to Harley-Davidson's lineup for 1999 are the XL 883C Sportster Custom, the FXDX Dyna Super Glide Sport, the FXST Softail Standard, and the FXSTB Night Train.

Web surfers can get more info about Harley-Davidson's 1999 line and the new Twin Cam 88 motor, at www.harley-davidson.com, but we strongly suggest you simply pay a visit to your local dealer and check out this mega-motor on your own.

You'll find rugged road tests of many of the 1999 model Harleys right here in future issues of *Easyriders*.

—Lafayette



the coming of the **Fathead**

HARLEY-DAVIDSON'S 1999 LINEUP

1999 XLH —Sportster 883—From $5,345

The 883 or "standard" Sportster, captures the essence of motorcycling and the spirit of two-wheeled freedom. Though many have tried, this bad boy can never be duplicated. The bike features a classic solo seat, low-rise handlebars, shorty dual exhaust, and an amber-lit electronic speedo. At the center of it all is an 883 Evolution V-twin engine. (Laced wheels are available as an option in North America, and are standard in remaining markets.) At $5,345 suggested retail, it's a low priced introduction to the brotherhood of biking. *Vroom!*

1999 XLH—Sportster 883 Hugger—From $5,995

By taking the distinctive styling of the Harley Sportster and lowering the seat down to just over 27 inches off the ground, you get a low, lean machine of solid V-twin muscle that even your mom can ride. They call this bike the Hugger because you'll get lots of hugs if you buy one for the ol' lady. With a solo seat, pullback buckhorn handlebars, and spring and damping rates specially calibrated for this bike, the Hugger give you a quality ride at a good entry-level price. (Laced wheels are available as an option in North America and are standard in remaining markets.)

NEW 1999 XL 883C—Sportster 883 Custom—From $6,595

New for 1999 is the 883 Sportster Custom. This is the XL guaranteed to make you drool on the showroom floor. Special additions have been made to the already narrow frame, and the forward-mounted foot controls give the bike a more radical riding profile. This Sporty has a distinctive street racer look with its drag bars, uniquely mounted chrome speedo, chromed bullet headlight, and sleek, two-up seat. The custom wheel treatment, 21-inch laced-up front and solid 16-inch disc in the rear, add to the custom styling of this bad-ass ride.

1999 XLH—Sportster 1200—From $7,695

The Sportster 1200 adds improvements just when you thought none were possible. Twist the right hand grip and immediately leap forward with a throaty roar and a startled grin. The two-up seat converts to a solo, giving the 1200 a completely different look as well as allowing you to give your sweetie a ride. The pullback buckhorn handlebars with tach and speedo combo, and narrow 3.3-gallon fuel tank remain a part of the Sportster look so that you can do your best Bronson impersonation. And with 1200ccs of instant power, this baby cooks!

1999 XL 1200C—Sportster 1200 Custom—From $8,795

The Sportster 1200 Custom comes equipped with the same slick features that Harley Customs have become known for. Features include unique bars and risers, a bullet headlight, single speedo, lowered suspension, 21-inch laced front wheel and slotted disc rear wheel with floating disc brakes, and a 1200cc chrome and black Evolution motor. This year the foot controls are forward, the suspension is taller, and there are newly designed drag bars on the Custom's unique chrome risers. Topping the look off is a too-cool cloisonné emblem on the tank.

1999 XL 1200S—Sportster 1200 Sport—From $8,495

The Sportster 1200 Sport doesn't feel like anything off an assembly line. Last year it received a complete redesign, with higher compression pistons, dual-spark-plug heads, new cams, and a single-fire ignition system. It also offers cartridge-type damping on the front forks, gas reservoir shocks in back, with adjustable pre-load compression and rebound, triple disc brakes, and performance tires (so that you can go fast, stop fast, and handle like a dream). Put it all together and you'll know why Harley spells rush S-P-O-R-T-S-T-E-R!

THE DYNA GLIDES

1999 FXD—Dyna Super Glide—From $11,135
The Dyna Super Glide is for riders who dig a sporty ride. Set low in a vibration-damping Dyna Glide frame with isolation engine mounts, the all-new 1450cc Twin Cam 88 "Fathead" motor is bustin' with torque. This rocket ride includes such hallmarks of the Super Glide line as a responsive 28-degree front end with dual-rate springs, fatbob tanks, center console, buckhorn handlebars, and stepped seat as standard features. (Laced wheels are available as an option in North America and are standard in remaining markets.)

NEW 1999 FXDX—Dyna Super Glide Sport—From $12,995
This Dyna Super Glide Sport debuts with Harley-Davidson's new Twin Cam 88 engine and is sure to make a big impression. The all-new motor gets a special treatment in texture black and wrinkle black finishes. The flat, black handlebars, laced wheels, and low-slung custom seat add to its intense stance. Dual gauges, a taller suspension, tighter 28-degree front end, plus triple disc brakes complete the ride and make for one fast trip down to the corner store.

1999 FXDL—Dyna Low Rider—From $14,220
A mere 26.5 inches off the ground, the Dyna Low Rider is chock full of attitude. The raked 32-degree front end, pullback bars, fatbob tanks, center console with tach and speedo, and highway pegs define the Low Rider look. Just under the fatbobs you'll find 88 cubic inches of throbbing get-'em-up. With a laced wheel option and an isolation mounting system, it's no wonder the Low Rider has been one of the best known names in motorcycling for over 20 years. (Laced wheels are available as an option in North America and are standard in remaining markets.)

1999 FXDS-CONV—Dyna Convertible—From $14,580
The Convertible's versatility makes it the perfect bike for any rider. The new Twin Cam 88 engine along with the 28-degree sport chassis and long travel suspension make it fast and agile. The bike comes with a detachable windshield and a pair of ballistic nylon-and-leather saddlebags, which allow the scoot to convert from touring comfort to a clean custom cruiser. Standard features include triple disc brakes and a chrome sissybar with matching backrest. (Laced wheels are available as an option in North America and are standard in remaining markets.)

1999 FSDWG—Dyna Wide Glide—From $15,275
From end to end, the Dyna Wide Glide is a picture of extremes, capturing looks with its eye-grabbing all-new powertrain, the Twin Cam 88. This thing screams ultra-modern chopper, from the skinny 21-inch laced front wheel and wide raked front forks, to the stepped seat, chrome headlight, factory apehangers, and forward-mount controls. At the hind end of the unconventional machine is a sculptured bobtail fender, which is all that most folks will see of this lightning bolt as it pulls away. (This model not available in all countries.)

THE SOFTAILS

NEW 1999 FXST—Softail Standard—From $11,995
The new Softail Standard is everything a show-stopping factory custom should be—only with the styling kept simple. At its heart is the tried-and-true 80-cubic-inch Evolution engine, silver powdercoated and filled with power. Underneath is the Softail suspension, which provides the clean lines of an old hardtail. Classic laced wheels, a new custom seat, and wide handlebars are all additions to the 1999 FXST Softail Standard. This bike is a waiting brush and canvas for your custom masterpiece.

NEW 1999 FXSTB—Night Train—From $13,995

The new Night Train has a profile that pushes the limit. The minimalist seat, stainless drag bars on top of straight 6-inch risers, and a wide raked fork straddling a 21-inch laced wheel is a look from the original custom philosophy. The Night Train's Evolution V-twin engine is blacked out by high-gloss texture and wrinkle black finishes. The lustrous jet-black paint job serves to create the overall effect of the Night Train—a ride on the dark side of rebellion.

1999 FXSTC—Softail Custom—From $14,355

The radically low stepped seat, buckhorn handlebars, and forward-mount controls of the Softail Custom pay homage to the classic chopper. The Softail frame is enhanced with the distinctive lines of a chrome and wrinkle black Evo engine. A 16-inch solid disc rear wheel, narrow 21-inch laced front wheel, bobtail fender, and a wide front fork cast an antique glow on the Custom. A proud Harley eagle-emblazoned padded sissybar is a nice finishing touch to this famous factory custom.

1999 FXSTS—Springer Softail—From $15,010

The Springer Softail is best known for its patented Springer front end, which is styled after a 1948 Harley-Davidson front fork but refined with a high-tech gas shock. Enhanced by a traditional, low-profile headlight, buckhorn handlebars, and a 21-inch laced front wheel, the look of a Springer Softail captures the history of a classic American motorcycle and projects it into the future.

1999 FLSTS—Heritage Springer—From $17,195

Modeled after the 1948 Panhead, the Heritage Springer's front end boasts an exposed spring suspension, full floating fender, and classic horn. The tooled leather, crossover exhaust pipes with dual fishtail mufflers, fringed saddlebags, tombstone taillight, and whitewall tires are mighty easy on the eye when coupled with the 1999 color schemes. At the center of it all is the reliable performance of an Evolution big twin.

1999 FLSTC—Heritage Softail Classic—From $15,530

The Heritage Softail Classic is a bike for riders who want the comfort of a Softail with the look of a 1930s hardtail. Taking riders back in time are features such as: a fat front fork, studded-leather saddlebags, chrome-studded seat, full windshield, footboards, large chrome headlamp with twin passing headlamps, fatbob fuel tanks, and fishtail mufflers. This classic is carried down the road by the hidden Softail suspension and 80-cubic-inch Evo engine. The style and spirit of adventure live on in the Heritage Softail Classic.

1999 FLSTF—Fat Boy—From $14,835

At 650 pounds, the Fat Boy is deserving of its name. There's nothing skinny about this machine, which features a chrome and black treatment, dual shotgun exhaust with fat rubber rolling on solid disc wheels underneath, full-sized footboards, fat FL-style forks, and broad handlebars. A 7-inch chrome headlamp, custom metal front fender, textured leather seat insert, and a hand-laced leather tank panel add to the distinctive look of the Fat Boy. One look says that this bike is 100 percent Harley-Davidson.

THE TOURING MODELS

1999 FLTR/FLTRI—Road Glide—From $15,145

1999 begins year two for the Road Glide, now powered by the Twin Cam 88, available carbureted or fuel-injected. Exclusive custom accents include a frame-mounted fairing and low windshield, an enclosed twin-oval reflector optic headlight, a unique "H-D" embossed seat and pillion, a distortion-free sound system, an air-adjustable suspension, barrel-type locks, and quick release luggage. The fairing interior includes clean-looking round gauges that wrap around the rider. (This model not available in all countries.)

1999 FLHT—Electra Glide Standard—From $13,025

The Electra Glide Standard is an entry-level touring model. The new Twin Cam 88 is isolation-mounted into a frame with air-adjustable suspension that offers the reliable power Harley-Davidson riders have come to expect. The steel of the engine gets a polished finish. A simplified dresser, the Standard includes a classic touring seat, comfortable footboards, fork-mounted fairing, glovebox, luggage rack, and saddlebags. (This model not available in all countries.)

NEW 1999 FLHTC/FLHTCI—Electra Glide Classic—From $15,320

The new Fathead Twin Cam 88 engine makes the 1999 Electra Glide Classic the strongest ever made. A 40-watt-per-channel sound system with AM/FM cassette is located in the fairing. Additional features include chrome saddlebag guards, luggage carrier, and King TourPak with enough storage for two full-face helmets. Available in both carbureted and electronic fuel injected versions. (Not available in all countries.)

1999 FLHTCUI—Ultra Classic Electra Glide—From $18,480

The Ultra Classic Electra Glide has all the features of the Electra Glide Classic and more. Fully loaded, the Ultra leaves nothing to the imagination: 40-watt-per-channel AM/FM cassette contains weatherband, rear speakers, separate passenger controls, dual antenna, and CB and CB/intercom headset. Even better is that the CB has great range and reception and sits right up front rather than under the TourPak. Its power source is the new Twin Cam 88 engine, glittering with chrome and fed by sequential port fuel injection. (This model not available in all countries).

1999 FLHR—Road King—From $15,065

The versatility of the Road King makes the bike stand out among its peers. At the heart of the Road King is 88 cubic inches of sheer grunt isolation-mounted in H-D's touring frame. Touring features on the Road King include a broad windshield and passenger seat, which can be easily removed to convert the bike to a custom solo look. An electric speedometer mounted into the diecast chrome dash, a massive, chrome nostalgic headlamp, and a nacelle accent the Road King's traditional styling.

Photos: Harley-Davidson Motor Co.

1999 FLHRCI—Road King Classic—From $16,325

The Road King Classic is a motorcycle with enough traditional styling to drop jaws the world over. The Road King Classic boasts laced wheels, fat whitewalls, and gorgeous leather saddlebags that come in a hard style so they keep their shape across the long miles. Slant-cut mufflers complement the shape of the bags (U.S. only). Tooled leather valances wrap around the unique custom seat. Fender tips, tank, and seat valance all boast a 3-D metal emblem. For 1999, this model is available with the fuel-injected, chrome-and-black Harley-Davidson Twin Cam 88 engine.

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1998 catalog
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Frame with 34° rake & 2" stretch
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STOCK SOFTAIL FRAME

-Accepts B/T Evo. motor w/ up to .200 taller cylinders, flatside gas tanks, 5spd. transmission, and rear belt drive.

E-884.......... $757.95

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Single Disc Assembly:
(Replaces stock length late '77-'84 Showa type front ends, BUT, will fit any B/T '49 & up using "banana" caliper.)
Polished Lower Legs..E-114.......... $499.95
Chrome Lower Legs..E-114A.......... $599.95

Dual Disc Assembly:
(Direct replacement for '80-'83 FXWG BUT will fit all B/T '49 & up using stock '77-'83 dual disc calipers.)

Stock FL(3.5" under FXWG '80-'83)
Polished Lower Legs..E-110.......... $499.95
Chrome Lower Legs..E-111.......... $599.95

Stock length FXWG '80-'83
Polished Lower Legs..E-112.......... $499.95
Chrome Lower Legs..E-113.......... $599.95

2" Over Stock length FXWG '80-'83
Polished Lower Legs..E-108.......... $499.95
Chrome Lower Legs..E-109.......... $599.95

Drum Brake Assembly (FL '49-'67)
Polished Lower Legs..E-115.......... $499.95

FAT-BOB STYLE TANKS

Screw-in Cap
3.5 gal....E-124 $94.95
5 gal.......E-125 $89.95

Flatsided
3.5 gal.....E-122 $99.95
5 gal.......E-123 $104.95

Early Style
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5 gal.........E-64
$88.95/set

Stretched Flatsided
E-910
$349.95

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Right Chain..........E-75
$44.95

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E-60.......... $179.95

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Chrome
FX.......... E-59
FLH.......... E-59A
$93.95

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FLH STYLE CHAIN GUARD

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OIL TEMP GAUGE

E-784.... $12.95

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E-862.... $15.95

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Hitachi E-28 $123.95
Prestolite E-77 $118.95

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Chrome..E-29.. $139.95

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Rear
FLH '59-'72
FX '71-'72
FL & FX '73-'79
E-918.......... $38.95

DIAMOND GRIPS

E-105A...... $16.95
RAIL GRIPS
E-105.......... $16.95

CAT-EYE TAIL LIGHT

E-865.... $18.95

OIL TANK

FXST
E-801...
$135.95

GMA REAR SETUPS

Rigid w/ 10" rotor...E-54.. .... $179.95
Softail & FXWG '84-'87..E-54a... $201.95
Softail late '87 & up..E-54b. $201.95
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$675.95

REPLACEMENT CYLINDERS

Knucklehead 74ci Front..........E-90 Rear..........E-91
Panhead 74ci Front..........E-17 Rear..........E-18
Sportster 74ci Front..........E-86 Rear..........E-87
Shovelhead 74ci Front..........E-19 Rear..........E-20
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Fits '36-'95 B/T's except FXR, FLHT, & DYNAS
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E-121......
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E-2...$156.95

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E-4
$264.95 & up

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E-920
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STARTER GEAR

E-78
$16.95

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8mm
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-Alum. pressure plate
-1-piece high strength cast alum. motor plate with starter housing
-Fits Softail '90 or later
E-972.......... $1161.95

SUPER COIL KIT

E-800
$59.95

POWER PULSE COIL

E-32.... $37.95

STD HEADS

PAN Heads......E-1000
Dual plug only
SHOV. Heads...E-1001
Single plug
EVO Heads......E-1002
Single plug '84-'91
$799.95

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4spd. Big Twin......E-7000
W/Andrews gears
$1299.95
5spd. in 4spd case.....
E-7001
$1599.95

REGULATOR

E-201
$61.95 & up

TRANSMISSION ADJUSTER

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$18.95

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Stainless steel
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E-781 $37.95

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Chromed
E-803
$12.95

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E-25..... $134.95
Sportster 1957/ Early 1981
E-26...... $134.95

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$24.95
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Kevlar High Performance
E-732.......... $35.95

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5spd...E-97
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E-788.......... $252.95

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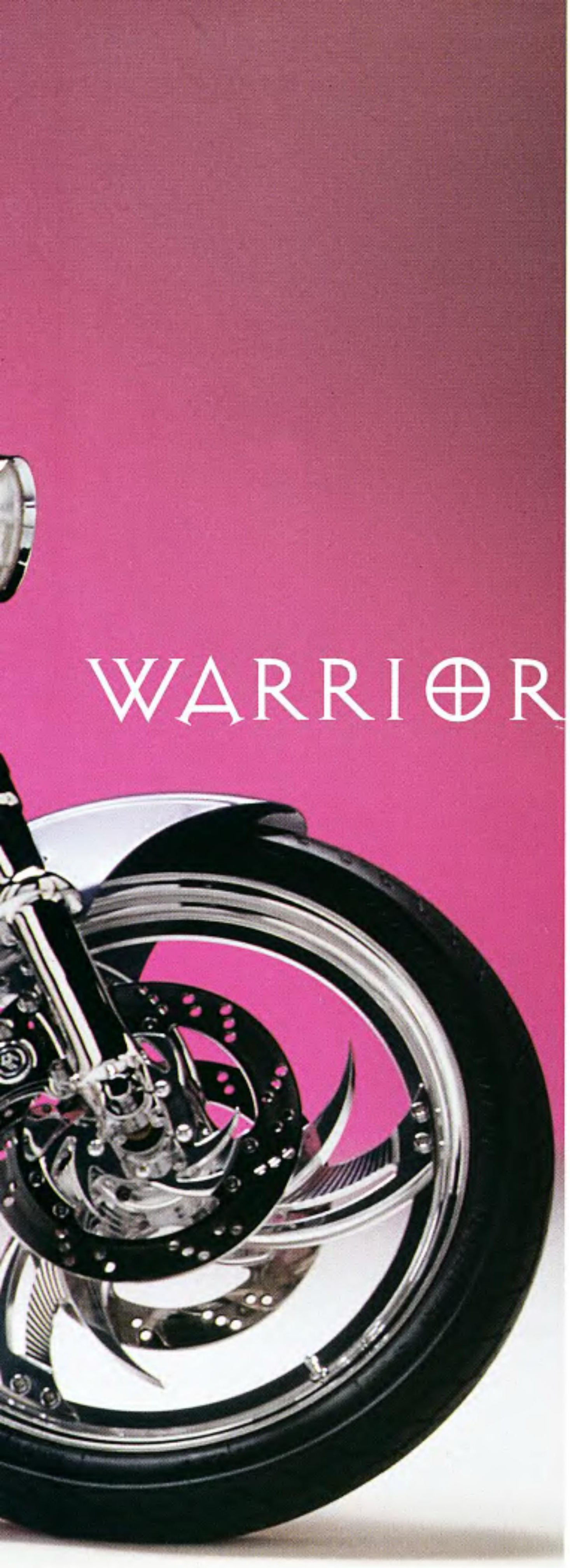


Roaring through the primordial mist, a two-wheeled dragon brought forth the visage of the raven-haired warrioress. She drew her rune-encrusted broadsword and pierced the air with a deadly cry ... "Randy? Randy? Time to get up and go to work, dear." Randy Simpson opened one bloodshot eye as a grin made its way across his surly mug. It was the third time he had the dream of Xena and the long, lean chopper. Thank the gods of chrome and steel that Rob Wimmer had given Randy the opportunity to create his dream chopper.

As owner of Milwaukee Iron, Lynchburg, Virginia's, premier motorcycle fabrication shop, Randy Simpson has built an amazing array of classic choppers, one-off customs, and truly unique rides. His work with metal, sculpting artistic yet fully functional pieces and parts for bikes, is world renowned. But he's always open to new challenges, and Ron was ready to help Randy push the customizing envelope well past the sticky part. "Rob wanted a chopper and was kind enough to give us full rein to build it the way we wanted to," Randy said. "He left the whole project up to us, except for the paint." →

WARRIOR PRINCESS

MILWAUKEE IRON CREATES A CHOP THAT XENA MIGHT RIDE

Rob, of Daleville, Virginia, had long loved the sleek, nasty lines of the '70s-era chopper, but wanted a bike that could be ridden every day. The team at Milwaukee Iron began with a brand-new, out-of-the-case 1340cc Harley Evo engine and ordered a Daytec frame. "I chose Daytec because their rigid frame made the whole job much easier," Randy told us. "We didn't have to modify the frame; all our components fit right to it." Indeed, Randy said that the entire project came together in just six months from start to finish.

When Rob explained the look he was going for, Randy steered him toward long pipes, high bars to the stars, and a tall seat. Milwaukee Iron hand-crafted the mega monster pipes, and Randy's mighty proud of them. As always, covering the seat pan is a chore that goes to Danny Gray. "I thought Danny was gonna kill us this time," Randy confided. But the end combination of upswept seat, sissybar, and pipes blend together as a true work of art. "We made the bars to fit Rob, right down to the way he wanted his hands to sit," said Randy. The crew fabricated the super sleek gas tank and made hidden mounting tabs under it to complete the unified look.

Once it was time to paint the beast, Rob sent the parts over to his friend Carl Coleman at King's Restorations to blow on the pearlescent purple paint. Crazy Horse handled the grim graphics. You could say the whole project came together like a dream. And since the purple chop has ridden off to the awe-inspired gasps of all who encounter it, Randy is off to dream new dreams ... something about a classic racer with 20-inch wheels and an *X-Files* theme. Could be a case of alien abduction.

—Phantom

Easyriders

passin' gas

Why has Hillary Clinton been looking so damned tired lately?

Because she has to get up very early in the morning to really be the First Lady.

Garry Gallardo
Fort Dix, N.J.

Bill Gates and Willie G. Davidson were attending a Q&A session during a business seminar. While answering a question from the audience, Gates boasted about the many innovations his Microsoft company had made.

"If Harley-Davidson had kept up with technology the way the computer industry has," Gates concluded, "today we'd be able to ride motorcycles priced under $1,000 that get more than 500 miles per gallon."

"Maybe," conceded Willie G., "but would you really want your motorcycle to crash twice a day?"

Risky Dave
Ogden, Utah

Definition of *female bisexual*: a lesbian with car trouble.

Toadman
The Point

An 85-year-old biker marries a lovely 25-year-old hardbelly. Because her new hubby is so much older, the babe decides that on their wedding night they should have separate suites; she's worried that the graybeard might overexert himself.

After the nuptials, she prepares herself for bed and waits for the expected knock on the door. Sure enough, *knock-knock*, and there is her groom, ready for action. They unite in conjugal bliss and all goes spectacularly well, whereupon he takes his leave of her and she tucks herself in for the night.

After a few minutes pass, she hears *knock-knock*—and there the old biker stands again, ready to have at it once more. Somewhat surprised, the bride gladly consents to another screwing session—which is again successful—after which the graybeard bids her a fond good night and heads for his room.

Really ready to cop some z's now, the young chick is about to nod off, when there's yet another *knock-knock* at the door—and there he is again, as randy as a teenager and rigid as a telephone pole. For the third time, they do the horizontal boogie.

As she's basking in the afterglow, the exhausted hardbelly purrs to the departing graybeard, "I'm really impressed. A guy your age with enough juice to go for it three times in a row—I've been with guys less than half your age who were only good for a single lay."

The old biker, puzzled, turns to her and says, "You mean I was here already?"

Doc Tillis
Lone Mesquite Ranch

A gorgeous California model with extremely large and perfectly formed boobs was standing in line at the supermarket checkout.

When she finally placed her groceries on the belt, the chick working the cash register inquired, "Paper ... or more plastic?"

Shark
Circlin'

After many years in business, Big Jim's company was fast going down the tubes. He was seriously contemplating suicide, so he went to his priest to seek advice and guidance.

The priest listened to all his financial problems and told Big Jim, "My son, take a beach chair and a Bible and drive down to the edge of the ocean. Go to the water's edge. Sit on the beach chair and open the Bible. The wind will riffle the pages for a while, and eventually the Bible will remain open at a particular page. Read that page in the Bible, and it will tell you what to do." Big Jim thanked the priest and decided to give it a try.

Three months later, Big Jim came to visit the priest a second time, now driving a brand-new Rolls Royce and wearing a $3,000 Italian suit. He handed the priest a thick envelope stuffed with hundred dollar bills, saying he wanted to donate it to the church in thanks for the priest's wonderful advice.

The priest was delighted, but curious. He asked Big Jim what passage in the Bible had brought this good fortune to him.

Big Jim replied, "Chapter 11."

Brasso
Denver, Colo.

A cop was investigating a burglary at a biker's home. "Cripes, lady," said the detective to the scooter tramp's ol' lady, "the robber sure tore up this house. There are clothes scattered everywhere—you should've reported this crime right away!"

"Hey, I didn't know it was a burglary at first," replied the biker chick. "I thought maybe my ol' man had been lookin' for a clean pair of jeans!"

Glasscutter
At the Window

Whaddaya call an airliner with nothing but bleached blondes aboard?

A dumbo jet.

El Vee
El Lay

Three Irishmen, Paddy, Sean, and Shamus, are stumbling home from the pub late one night and find themselves on the road which leads past the old graveyard.

"Come have a look over here," says Paddy. "It's Michael O'Grady's grave, God bless his soul. He lived to the ripe old age of 89."

"That's nothing," says Sean. "Here's one named Patrick O'Toole. It says here that he was 95 when he went to his reward."

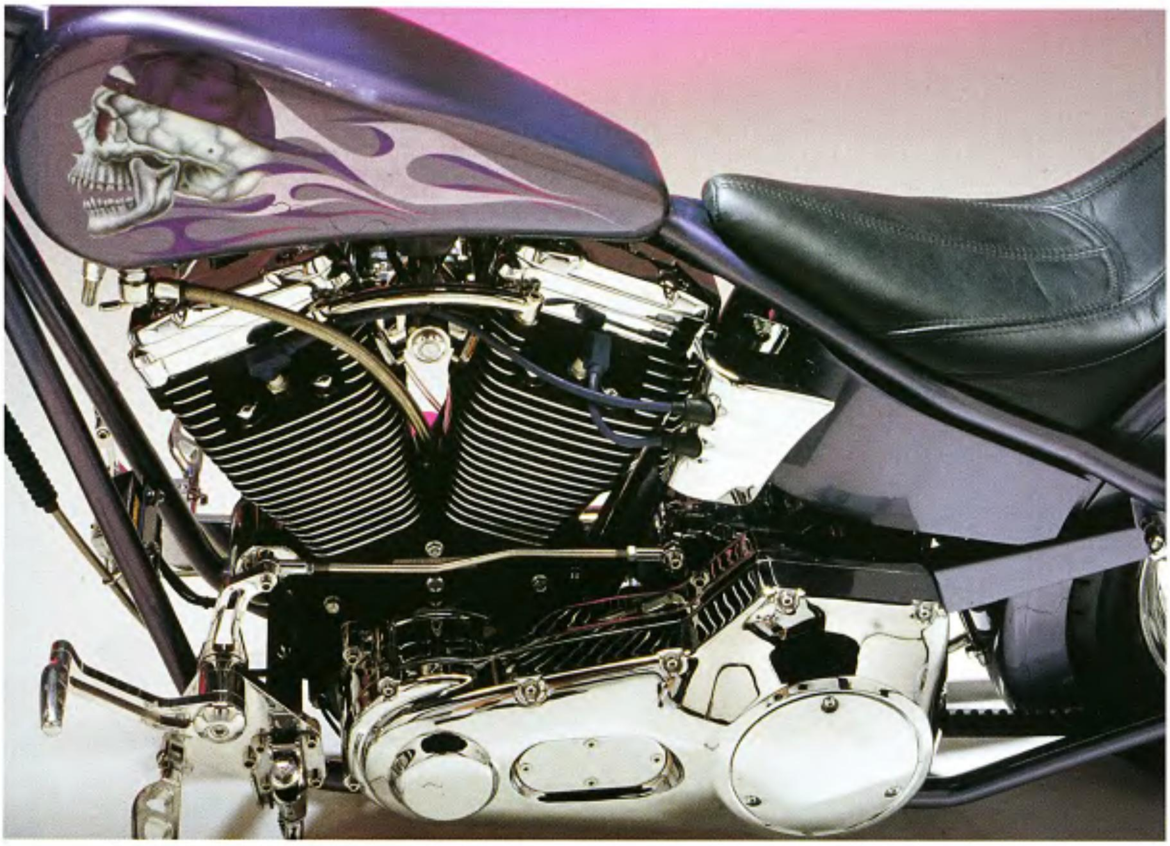
Just then, Shamus yells out, "Saints preserve us, boys, but here's a fella that be 145 years old!"

"You don't say, now," Paddy replies. "And, pray tell, what was his name?"

Shamus stumbles around a bit, lighting a match to read what else is written on the stone marker, and announces, "Miles ... Miles from Dublin."

Fat Boy
The Rockies

Face it—everybody can use a good laugh now and then. That ain't to say yer gonna find one on these pages, but whatdafuck, we hadda fill the space somehow, and yer at least bound to run into a gut-grabbin' groaner or two—and they're almost as good. Think ya can do better? Prove it. Whip out yer best stuff (not your meat!) and slip it to us. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, P.O. Box 3000, Agoura Hills, CA 91376-3000.



Owner: ....Rob Wimmer
City: ....Daleville, Virginia

General

Fabrication:....................Milwaukee Iron
Year/make:..............................1998 H-D
Model: ..Special Construction Chopper
Assembly:......................Milwaukee Iron
Chroming:......................Milwaukee Iron

Engine

Year/model: ....1998 Evo
Rebuilder: ....Milwaukee Iron
Ignition: ....Dyna 2000
Displacement: 1340cc
Lower end:.................................factory
Pistons:...H-D
Cases: ....stock
Heads: ....H-D
Cam:...H-D
Carb: ....S&S Shorty E
Pipes: ....Milwaukee Iron
Modifications: ....Milwaukee Iron air cleaner

Transmission

Year: 1998
Modifications: ....none

Paint

Painter: ....Carl, King's Restorations
Color/type: ....pearl purple/ICI
Special paint: graphics by Crazy Horse

Frame

Year/type:...............................1998 rigid
Builder:.......................................Daytec
Modifications: ....38-degree rake, 2-inch stretch

Accessories

Bars: ....custom, Milwaukee Iron
Handlebar controls: ....Milwaukee Iron
Fenders: ....Milwaukee Iron
Headlight: ....Headwinds
Taillight:.........................Milwaukee Iron
Pegs: ....Performance Machine
Foot controls: .....Performance Machine
Electrics: ....hidden
Gas tank: ....Gary, Milwaukee Iron
Oil tank: ....Daytec
Oil system:.....................Milwaukee Iron
Seat:....................................Danny Gray
Mirrors: ....Custom Chrome
Grips: ....Milwaukee Iron

Forks

Type:..H-D
Modifications: ....6 over, Milwaukee Iron triple trees, polished

Wheels

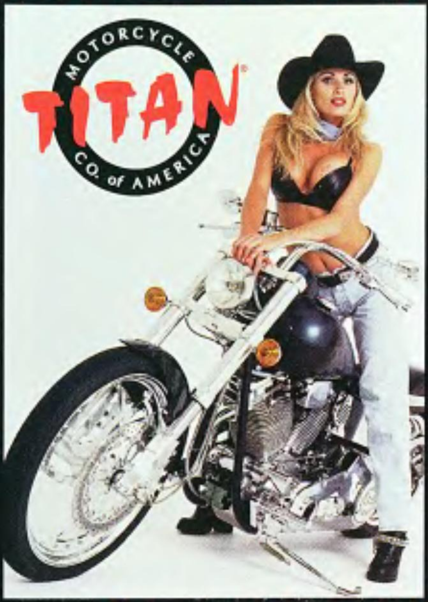
Front

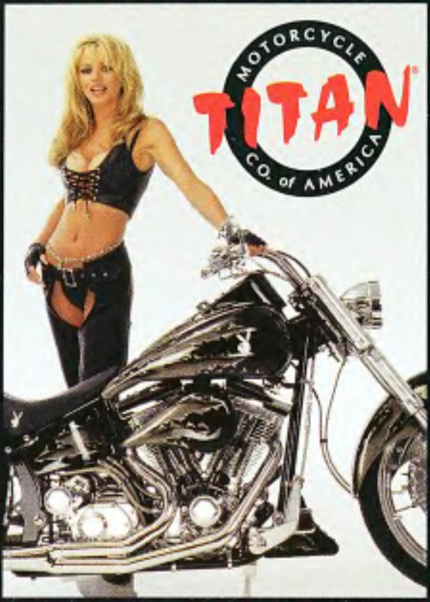
Type:............................RC Components
Size: 21-inch
Tire:...Avon
Brake: ....Performance Machine

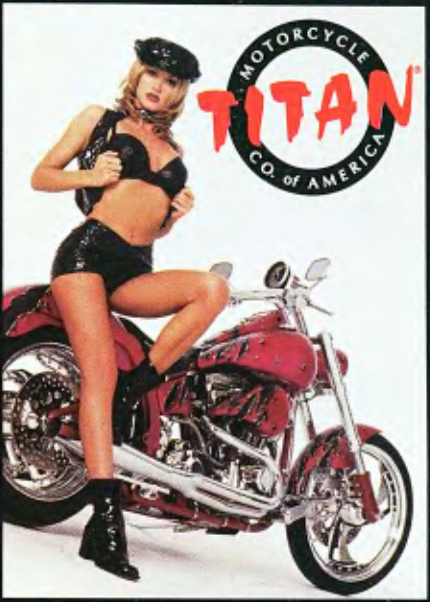
Rear

Type: ....Milwaukee Iron
Size: 16-inch
Tire:...Avon
Brake: ....Performance Machine
Photos: ....Bill Ellis

INTRODUCING THE TITAN PLAYBOY 1999 CALENDAR







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Sept. 18-20

DEL MAR RALLY
Del Mar Racetrack, CA
October 10

BIKETOBERFEST DAYTONA
Daytona Beach, FL
Oct. 28 - Nov. 1

LOVE RIDE
Castaic Lake, CA
November 8

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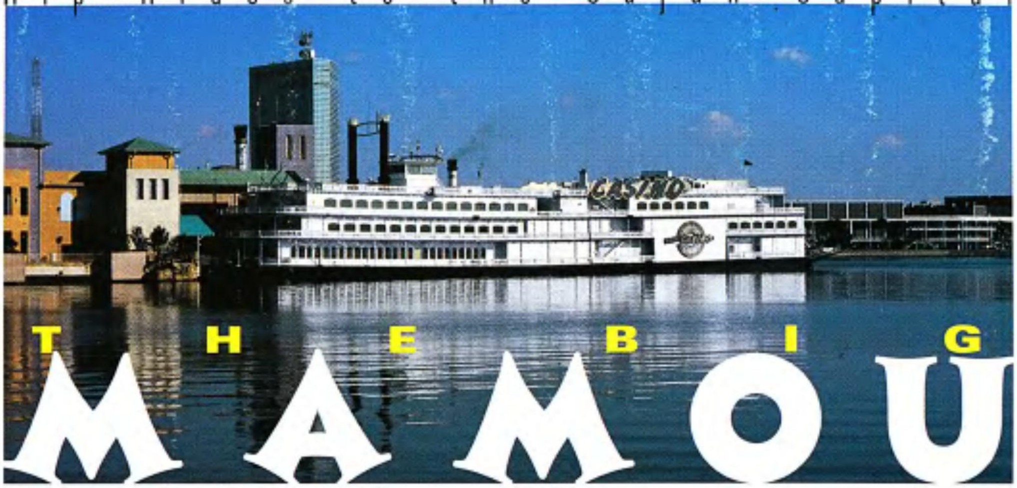
Part # 110329. I'm dreaming of a ride this Christmas.
Part # 110324. Here's hopin' you get all the toys you ask for this Christmas.
Part # 110315. Harley with your lights so bright, won't you guide my ride tonight.
Part # 110313 Breakin' thru to a Merry Christmas and a New Year's blast.
Part # 110314. Spreadin' biker goodwill to all.
Part # 110327. Season's Greetings.
Part # 110319. Spreadin' biker goodwill this holiday season.
Part # 110310. Have the ride of your life this season.
Part # 110301. (A biker Christmas story.)
Part # 110325. Season's Greetings.

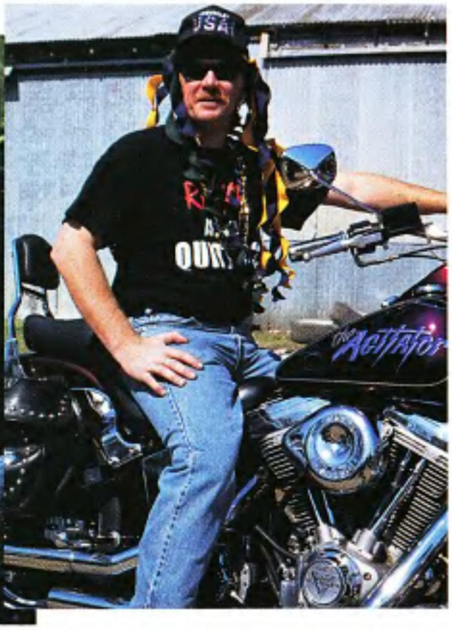
Rip Rides to the Cajun Capital

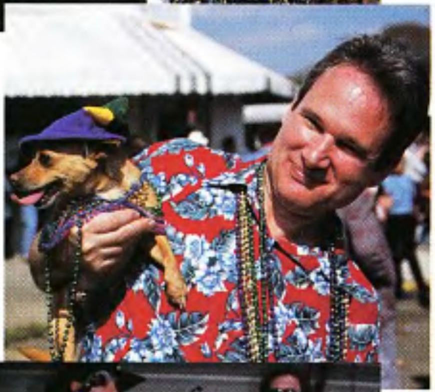


THE BIG MAMOU

I left home at a very early age and joined the service (as it was called at the time). Before coming back from the Orient, the government gave us GIs three choices of where we would like to be stationed stateside. That's what they told us, but then they sent us where they wanted to. In my case, I was sent to Chenaut Field in Lake Charles, Louisiana, to learn how to load atomic bombs on B-47s to fight those dirty commies. Remember them?

I'd been sending money home every month while overseas, so when I got home I was able to buy myself a sharp '51 Mercury. My civilian clothes consisted of Levi's with a cuff, no belt, and a pair of engineer boots. Oh yeah, I forgot my white T-shirt with a pack of Lucky Strikes rolled up in the sleeve and a Zippo lighter that was always overfilled so it leaked lighter fluid all over the watch pocket of my Levi's. Let me tell ya, it got damn hot on occasions, particularly when the lighter fluid got down around the family jewels. Lucky used to be advertised as LSMFT, "Lucky Strikes Mean Fine Tobacco." We used to say it meant, "Let's screw. My finger's tired." James Dean didn't have shit on me. →





Anyway, just about every weekend I was AWOL because I'd be out chasing that Cajun poontang and couldn't seem to make it back to the base on time Monday mornings. So I had to do lots of kitchen police duty. What does all this drivel have to do with the pictures on these pages? I was exposed to the Cajun culture at a very early age and I loved it; Cajuns are happy people and know how to have fun and party. At one time, I thought of marrying a drop-dead gorgeous high school senior named Heidi. I was 19 1/2 (that half was important at the time—can ya relate?). Presently, I've got a six-month-old pit bull named Heidi.

Anyway, this last spring, I had the chance to go back to that part of Louisiana and relive my childhood. I dug it the most. It was great fun. I mean, I took my most favorite redhead with me, first to the French Quarter in New Orleans so she could see firsthand what I've been talking about every time I come home from that part of the country. And I'm usually carrying a big box of beads and throws that I collected during the parades that go on all month long all over Louisiana. The girls at the office end up taking them for their kids.

Visiting as many times as I have, I've pretty much seen it all: the cross-dressers, the women getting fucked, the dudes getting fucked, she licking she, she licking he, he licking she, and lots of other shit in between. That, of course, goes on after dark. During the day it's mostly a bunch of collage-aged kids acting like fools, showing their asses or tits for those big beads. Our biker women do it much better—and they do it just to get a rise out of the crowd.

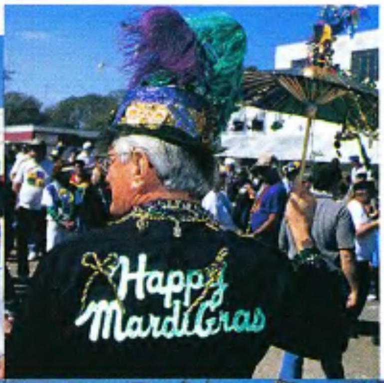
What made it for me was going back to places where I used to run around when I was a young flyboy, places like Crowley, Kinder, Eunice, DeRidder, and, of course, Mamou. Folks from Mamou see themselves as coming from the Cajun Capital of the World and are very proud and fun-loving people. There's a Cajun song called "Take Me Back to Big Mamou," and, brothers and sisters, that's just what I did. Let me tell ya, it was a blast.

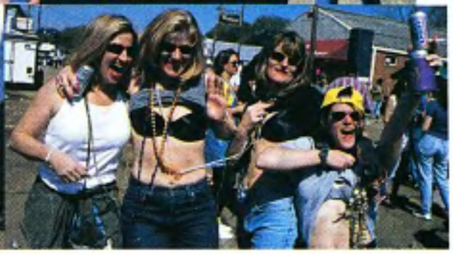
I got there on Fat Tuesday, Mardi Gras Day, February 24, 1998, and we partied down. I was wiped out after New Orleans ... but I heard that lively Cajun music during a street party and was dancing in the street again, just like when I was 19 years old. The music and the people are simply fun-loving, outgoing, genuine, good people. And although I know very little French, it didn't matter because it was a party, and boy were we having fun. After all, ain't that what it's all about?

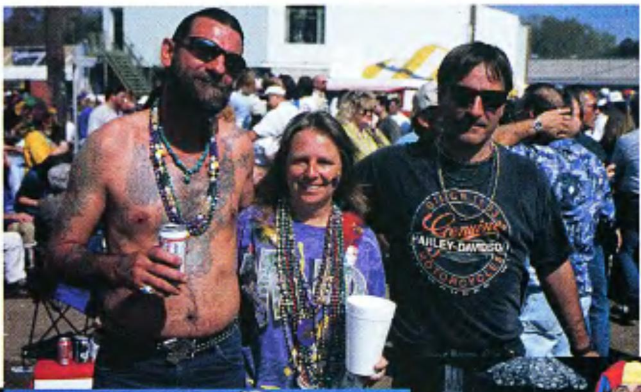
I found out about the festivities in Mamou from the couple we traveled to New Orleans with, One Eye Joe and his ol' lady Patty Davis. Patty is the vice president of ABATE of Louisiana, and at the time, she was the editor of *Bayou Biking News*. They gave me a copy of the newsletter, which is the official publication of ABATE there. The function was called Mardi Gras in Mamou and was supported by the Cajun chapter of ABATE.

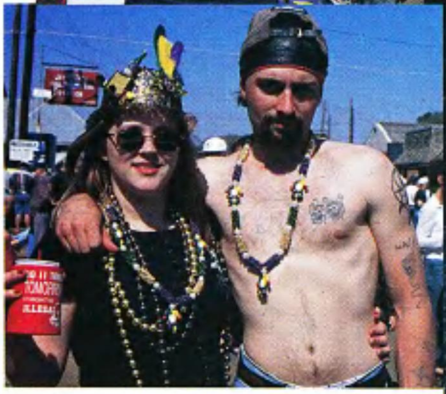
I keep hearing rumors that the governor of that state is a Harley rider and wants to allow us freedom of choice, but so far it's just a rumor. Hey, the state next door, Texas, enjoys freedom of choice. Why not Louisiana?

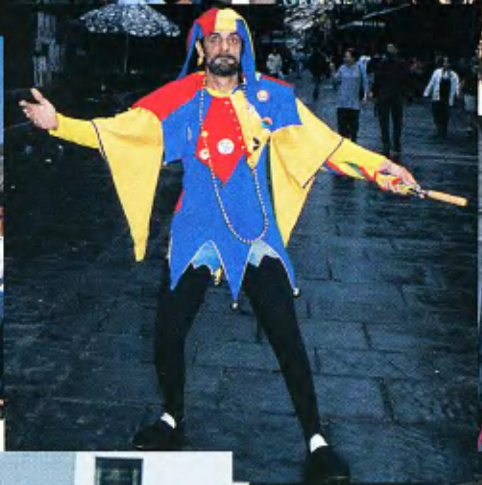
—Ripper











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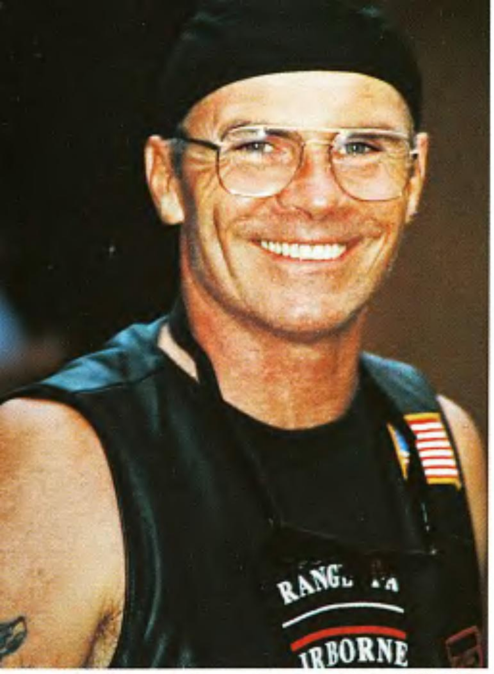
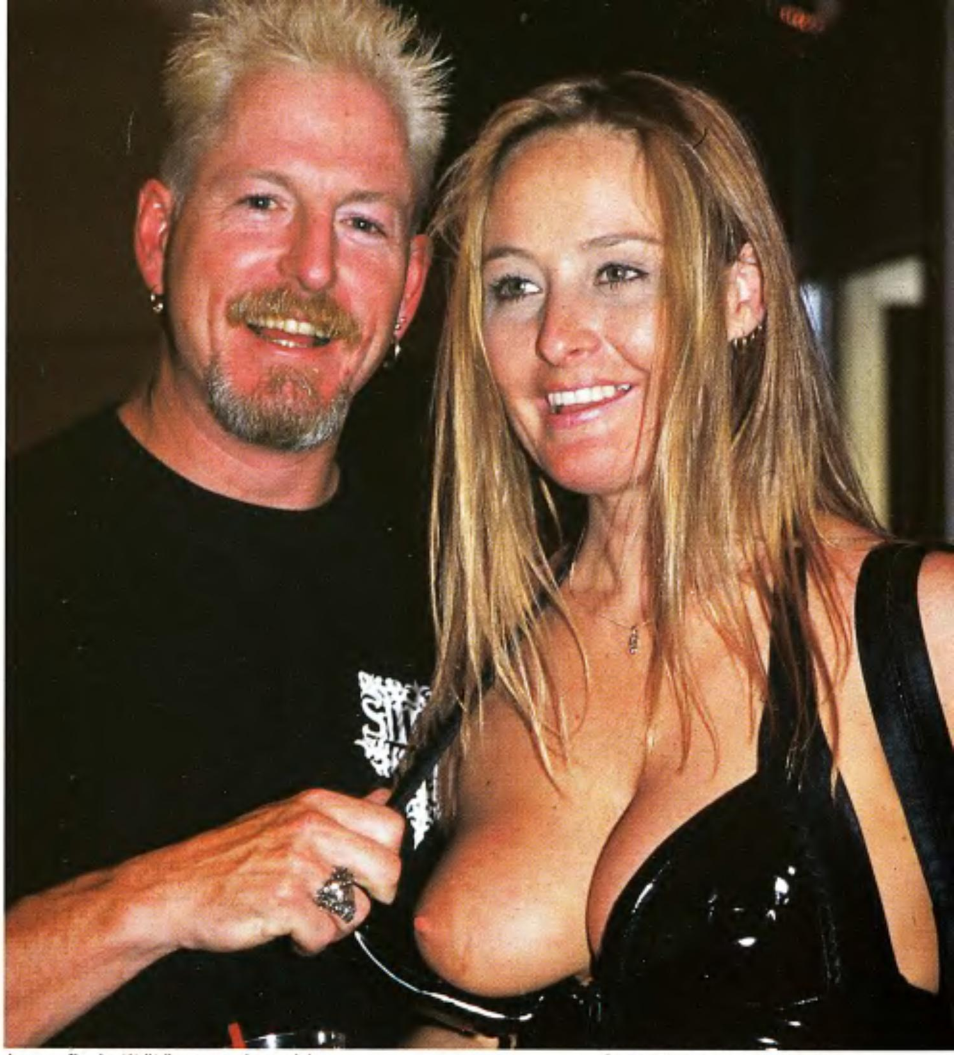
The road less traveled. —Bob Jones, Florence, Colo.



Self-portrait. —*Brasso, Hope Mill, N.C.*

—*Steve Embling, Daytona Bike Week '98.*



Jason finds tit/it/her, casino-side. —*Stan Miles, Laughlin, Nev.*

Moving before the moss grows. —*Mike Lichter, Laconia '98*

Gettin' off on the right foot (wheel?). Safety tip: Keep the wedding dress outta the belt drive. —*Fred Stoll, Holly Hill, Fla.*

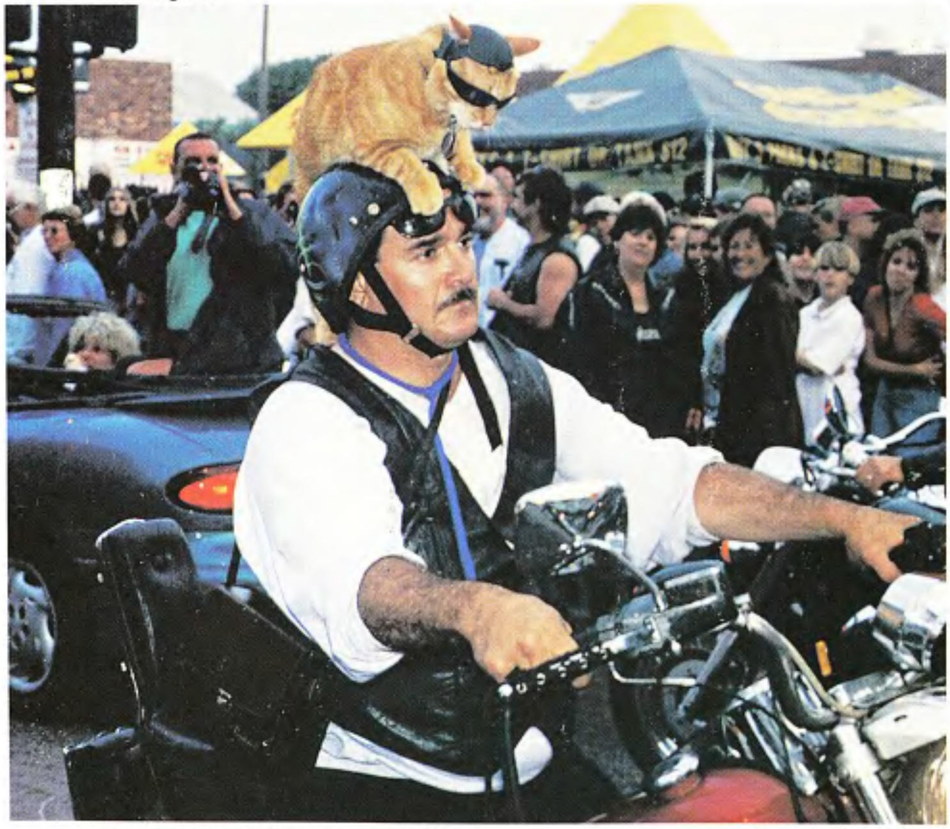
... He came to life that day. —*Ray Blaskow, St Louis, Mo.*

The sign says it all. —*SFC. Anderson, SS6Bycd, Columbus, Ga.*

Top down, easy-ridin'.

—Bob Russo, Hallandale, Fla.

Bursting out. —J. Michael Johnson, Daytona Bike Week '98.

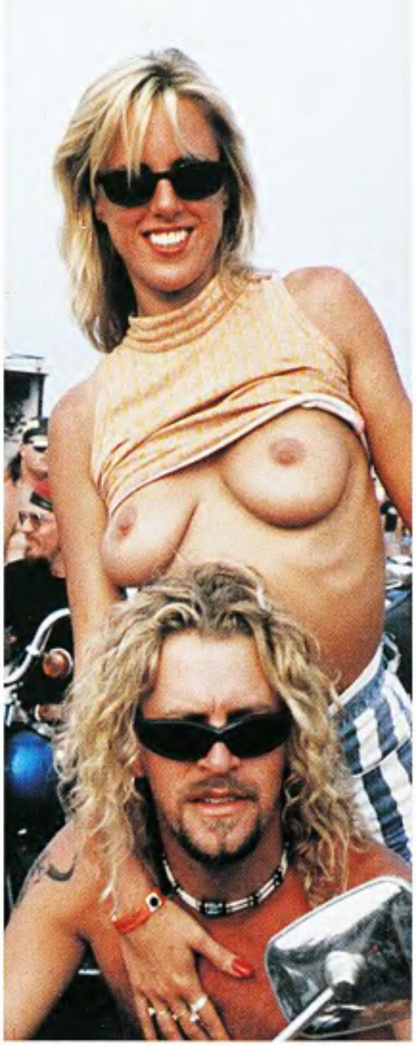


"I can just smell the pussy around here." —Terry Bert, Daytona '97

Wizard work. —John Giencke, Montello Wis.

Indian lovers. —Indian Sue, Morro Bay, Calif.

Officer Vince. —*Mike Strain, Bangor, Pa.*



Blonde on blond.—*J. Mooney, Chillicote, OH*

Never far from the factory. —*Walter Knott, Munich, Germany*

Ride for healthier babies —*J. Rowe, Ga.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints (any size) and color slides (35mm, 2-1/4, 6 x 7, or 4 x 5). Whether it's the exhilaration of a dude and his chick flyin' down the road, the let-it-all-hang-out exuberance of a biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. (Oh, yeah—we now pay $100 for every full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for each black-and-white picture printed.) Please label all the photographs you send to us with your name and address. Also, if you want your photos returned, please include a self-addressed, stamped envelope (SASE). So, mail your photos to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000.

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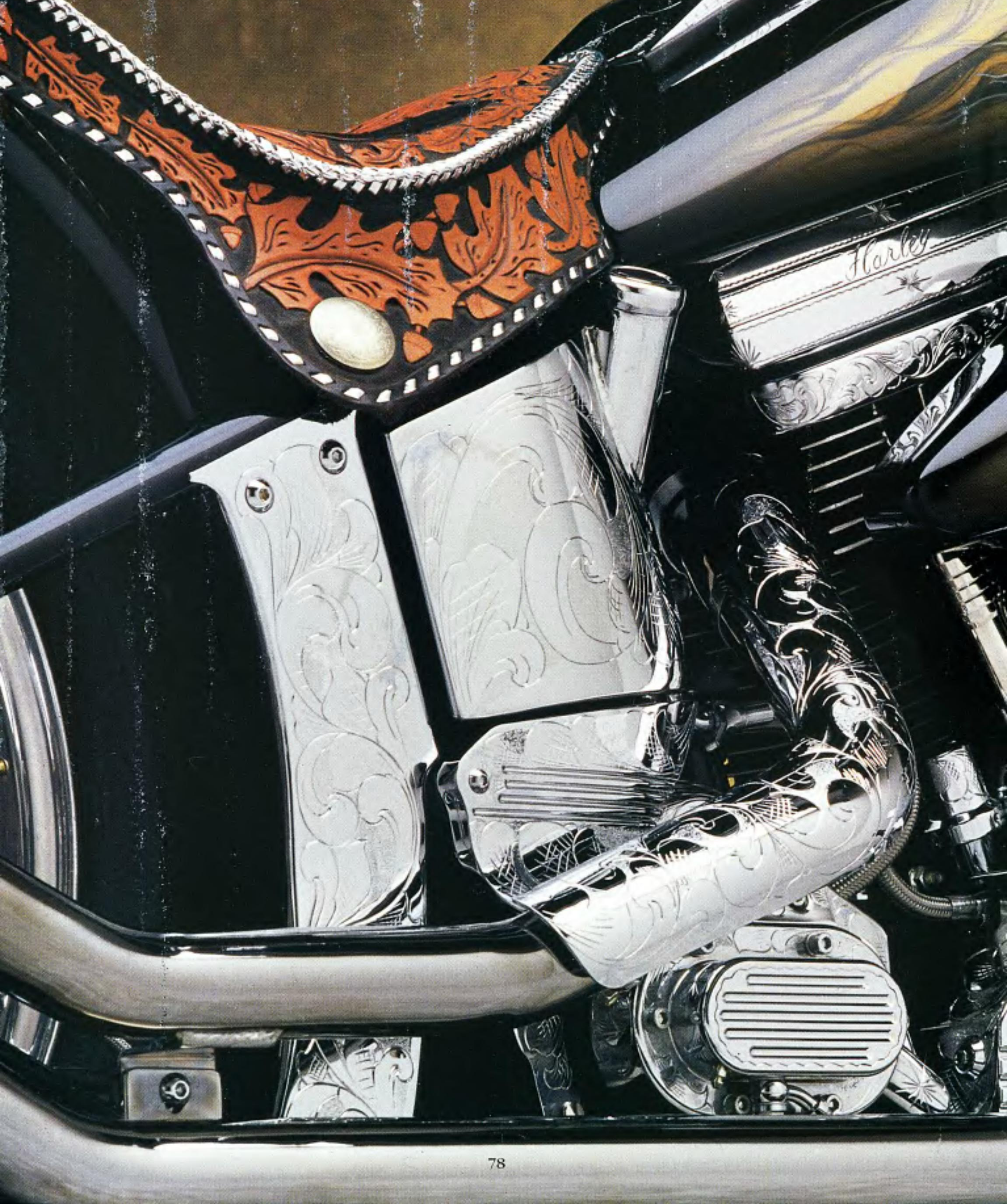
THIS HAPPENIN' HARDTAIL HAS IT ALL

Timeless Style

As long as there are Harleys, there will always be rigids. It's just a simple law of nature. The rigid is one of the fundamental building blocks of the entire field of kick-ass motorcycles, anywhere you go.



In case you forgot, the Softail was designed to have similar lines to the timeless ol' rigid, and now, the Softail remains one of the most popular motorcycles for buyers and builders alike. And all because of the rigid. Think about it ...

So with this in mind, it's easy to understand why some of us not only admire hardtails, but actually choose to build and ride them as well. Donald Alexander knows exactly what this is all about, and with one look at this flashy machine, you'll better understand what makes the owner of a rigid tick. Since the rigid started out as a timeless form that eventually evolved into the very essence of "outlaw" style, nearly every one you see nowadays will be in the form of a chopper. Mild or wild, stretched, raked, basic, or blinding, the rigid is the pinnacle of individuality, taken to the extreme.

Donald took a little bit of it all, but the styling and details are unmistakably show quality. In fact, the emphasis on show and attention to detail earned Donald a trophy for Best Street Custom at the 1998 *Easyriders* Invitational in Columbus, Ohio. Ain't no surprise, really. From classic chopper to cutting-edge custom, this bike has it all. Yet at the same time, beyond the engraving and wild Native American motif graphics, the bike remains wonderfully simple and straight to the point. And it's simplicity that makes a good rigid, since the lines of the bike create a smooth flow that was made for cutting through the wind on a long stretch of back road.

Whether wowing crowds at bike shows or blasting down some fresh blacktop, this bike looks and feels right, like a second skin. People know the difference between something that was done from the heart and something that was done to impress, but ultimately not please anyone. Every nut and bolt on Donald's chopper began with a dream and was then thought through.

Now that all the blood, sweat, and tears are fading memories, this proud putt remains a testament to one man's passion. Piece of cake, right? Hardly, but then anything worth having is worth earning. And in terms of this righteous ride, that's a definite.

—*Wordman*

Owner: .... Donald Alexander
City: .... Nancy, Kentucky

General

Fabrication: .... Custom M/C Works
Year/make: .... 1996 Evo
Model: .... rigid
Assembly: .... Custom M/C Works
Chroming: .... Graves Plating
Engraving: .... Jeff Flannery

Engine

Year/model: .... 1996 Evo
Rebuilder: .... H-D
Ignition: .... Dyna single-fire
Displacement: .... 80 cubic inches
Lower end: .... stock
Pistons: .... H-D
Cases: .... factory
Heads: .... H-D, machined
Cam: .... Andrews EV-3
Carb(s): .... S&S Shorty
Pipes: .... RunRoader upswept
Modifications: ..machine work by Custom M/C and Keith Crabtree, S&S air cleaner

Transmission

Year: 1996
Shifting: .... jockey
Modifications: .... RC Comp wheel sprocket

Paint

Molding: .... Custom M/C Works
Painter: .... Chris Cruz
Color/type: .... gold pearl, black base
Special paint: .... graphics by Custom M/C Works

Frame

Year/type: .... 1996 Fat Guy Rigid
Builder: .... Chopper Guy's/Custom M/C
Modifications: .... 38-degree rake

Accessories

Bars: .... baby apes
Handlebar controls: .... JayBrake
Fender(s): .... H-D front, custom rear
Headlight: .... Headwinds
Taillight: .... Milwaukee Iron
Speedo: .... Dakota Digital
Dash: .... Milwaukee Iron
Pegs: .... JayBrake front
Foot controls: .... JayBrake

Gas tank: .... 6-gallon stretched
Oil tank: .... H-D
Seat: .... hand-tooled leather
Mirrors: .... Drag Specialties
Grips: .... Ness

Forks

Type: .... springer
Builder: .... H-D
Special features: .... engraved

Wheels

Front

Type: .... RC Comp
Size: 19-inch
Tire: .... Avon
Brake: .... JayBrake

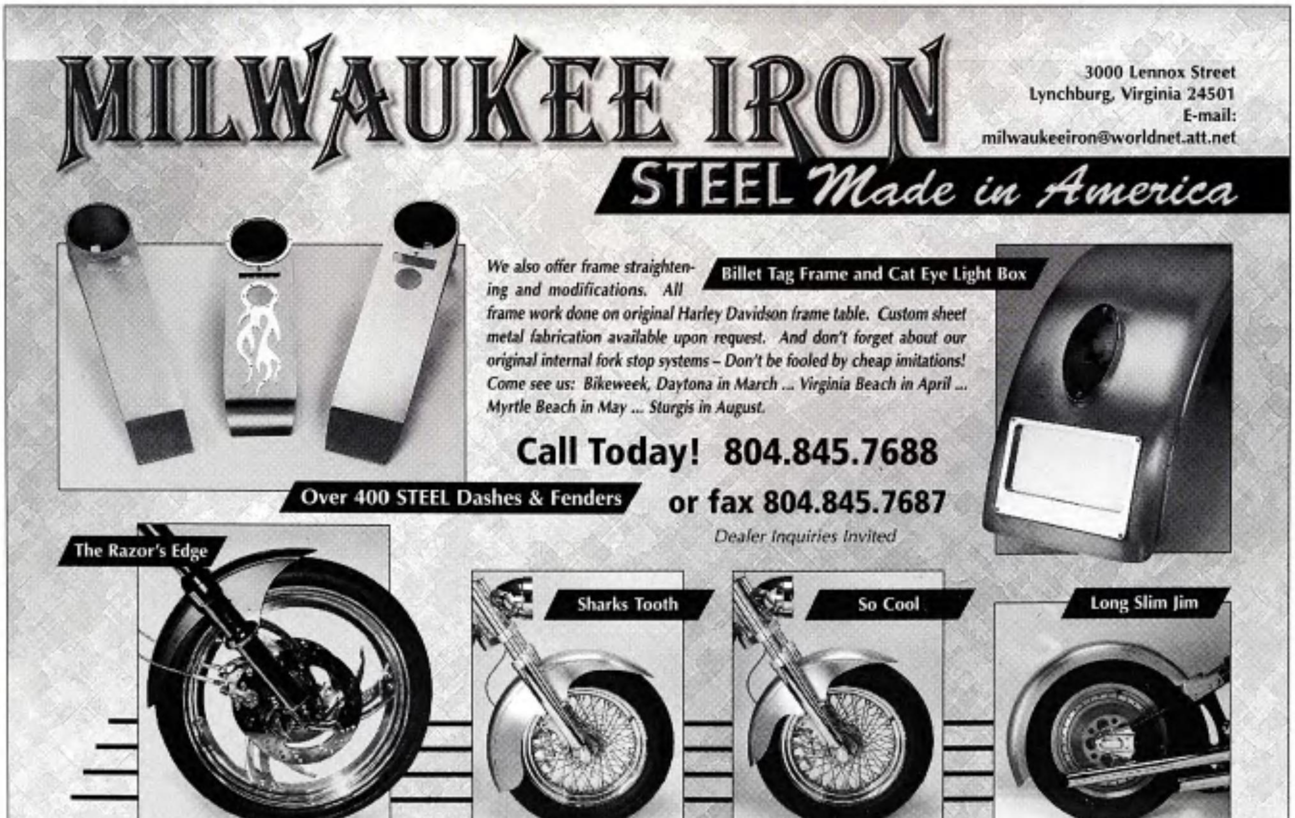
Rear

Type: .... RC Comp
Size: 18-inch
Tire: .... Avon
Brake: .... JayBrake

Photos: .... Michael Lichter

BEST STREET CUSTOM
Easyriders Invitational Bike Show, Columbus, Ohio, Feb. 13-15, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

"Dinosaur boogers again?!"



Meet June's Winner

Talk about a tasty morsel, Kristen is a full-course meal of eye candy. This month's hottie resides in Fresno, California, where she raises two kids. You can bet she works hard to support them. As you can tell, she's definitely worked her ass off. It's one of those palm-size butts that'll keep yer beard fulla drool while watchin' her perform. And that's a good thing, 'cause that's what she does for a living. Kristen does it live on stage, two weeks a month, at the Crazy Horse in Las Vegas, where she dances under the name "Baby Blue" to "anything with a nasty beat." She also does local TV commercials and recently hooked up with Generations Modeling Agency in San Francisco for print work. Kristen enjoys riding every chance she can with her ol' man, Eric, on his '88 Heritage Softail. She had a blast at the Hollister 50th Reunion last year, but her favorite get-away-from-it-all ride is the Bass Lake Panhead Run. Many bikers in the San Joaquin Valley have had the pleasure of watching her wash their bikes at *Easyriders* of Fresno. Kristen's motto is: Work hard to play hard. Watch her hard-working efforts with Mike Trussell's '56 rigid Pan/Shovel on page 99. Awesome.

—*Loudmouth*

Alicia—California

#1101

"It was in Fresno, and after posing on this guy's bike, he took me for the best ride of my life."

Lynette—Louisiana

#1102

"My first ride was fun, fast, and sexy. I would love to go on many more."

Angela—Florida

#1103

"I love to ride. I was so excited my first time; I was slippin' and slidin' the whole time."

Barbi—New Mexico

#1104

"The exhilaration and roar of the engine made me feel like Queen Bitch of the dirty South! I felt powerful."

Jerilyn—Illinois

#1105

"I had no idea your first ride involved wearing only a pair of chaps!"

Moria—Ohio

#1106

"My first ride was with my mother, when I was just a kid. From then on, I knew I had to have my own, and now I do!"

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-live, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare and deluxe accommodations at a hotel Spider doesn't know about (or isn't allowed into) and maybe—just maybe—even a ride on one of our Hogs.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos (nude). No Polaroids!
2. The release form on this page signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be black-and-white prints, color prints, or color slides—no negatives and no Polaroids. Sorry, absolutely no photos can be returned without a self-addressed stamped envelope (SASE); all entries become the property of *Easyriders.*

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #305 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you can begin sending in your votes October 1, 1998. The voting deadline for this month's crop of cuties is October 31, 1998. We'll print the winner in the March 1999 issue.

Here she is, bros, the July 1998 winner in our monthly Fox Hunt, Crystal, #704, from Paducah, Kentucky. See more of her next issue.

305

FOX HUNT
P.O. Box 3000,
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91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name__________
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City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
I am ____ years of age, born__________
I will pose Full Nude __________
Model's Signature __________

Photographer's Name__________
Address __________
City_____ State_____ Zip _____
Daytime Phone ( ) _____ Evening Phone ( ) _____
Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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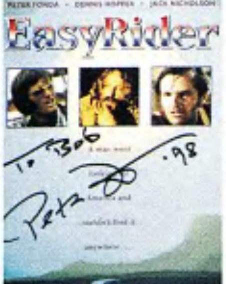
The Indian Jeff Benefit



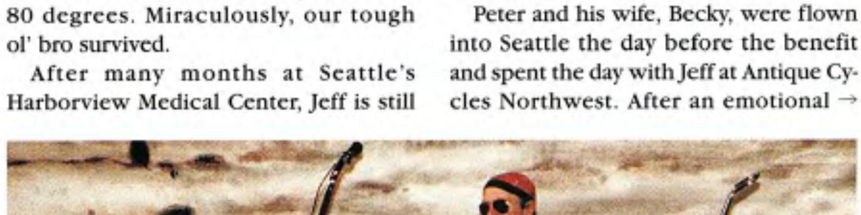
If there is one man who embodies the many facets of the American biker, that man would be Indian Jeff McGeary. Jeff is a dedicated bike enthusiast and premier restorer of vintage motorcycles. He is a true artist with iron who holds a strong belief in freeing antique machines from static display to full operating condition.

Life was going pretty smooth for Jeff back in September 1997. An article had just come out in our sister publication, *VQ*, featuring Jeff and his partner, Norm Gerlich, of Antique Cycles Northwest of Seattle, Washington. Jeff had also hit the antique bike mother lode. He found a building in Montana full of antique bikes to buy and restore.

Then in October, tragedy struck with both barrels. Indian Jeff was riding his 1946 Indian Chief through the freezing Montana air on his way back to Seattle, when a cow decided to stroll out into the road. McGeary collided with the cow and went off the highway. He lay unconscious in subfreezing weather for 10 hours before being found. Jeff was covered in ice with a body temperature of 80 degrees. Miraculously, our tough ol' bro survived.

After many months at Seattle's Harborview Medical Center, Jeff is still paralyzed from the chest down and has lost many of his fingers to frostbite. To help with the medical bills, his closest friends put together a benefit ride that was held on Saturday, May 2, 1998. To pull the event together, his family called one of Jeff's closest friends, actor Peter Fonda. When asked if he'd help, Fonda said, "You bet, man. Jeff taught me how to live."

Peter and his wife, Becky, were flown into Seattle the day before the benefit and spent the day with Jeff at Antique Cycles Northwest. After an emotional →



With Peter Fonda and Friends

reunion, the men sat in the back of the shop and talked for hours. Peter spent over an hour signing items to be auctioned off at the event, including copies of the *Easy Rider* movie video, benefit posters, programs, and even a few promotional jars of *Ulee's Gold* honey.

Early Saturday morning, riders gathered from several locations to take part in the VME (Vintage Motorcycle Enthusiasts)-sponsored Poker Run to the main event.

More than 300 bikers greeted the Fondas, who led the 60-mile ride to Seattle's In-Line Arena. Thanks to the VME, the Poker Run alone raised thousands of dollars.

A massive motorized crowd began arriving at the benefit site just after 9 a.m., awaiting the 10 a.m. opening. Fifteen hundred Indian Jeff Benefit metal ride pins were made, and all had sold out by early Saturday afternoon.

More than 100 rare bikes were on display at the Evolution of Motorcycling Show, which featured motorcycles from the late 1800s to the present. Attendees voted for their favorite bikes with a $1 donation per vote. Vintage trophies were awarded to the winners of each of the 12 categories, with each winner receiving a custom certificate signed by Peter Fonda.

Live bands including The Jeff Daniels Band, Justin Curtis' Rockabilly Co-Op, The Rossis, Jim Bassnight's Thing, Nick Vigarino, The Dusty 45s, and The Cowboys rocked the arena all day and well into the evening. Peter greeted Indian Jeff on stage with a replica of the famous Captain America chopper next to Jeff's red Indian. The replica bike was trailered up from Arizona by owners Ray and Donna Turpin, at their own expense. Peter mentioned that he thought that this Captain America looked better than the original.

One of the most popular events at the benefit was the opportunity to have your picture taken with Peter on the famous stars and stripes bike. The line reached around the building, but folks waited patiently for hours for their chance to meet Mr. *Easy Rider*. During a break from the Captain America photos, Peter sat at a table and signed autographs for fans. Each signature requested a donation of $20.

The live auction also kicked ass. With Peter and others on stage, many unique and rare items were put up for bid. A pair of red, white, and blue *Easy Rider* gas tanks sold for $850. A signed poster of Peter from 1969 went for $500, while signed copies of the →

Peter leads the way to Seattle's In-line Arena on a new Road King.

Anything short of a hurricane just makes Seattle's wet riders laugh.

This Easy Rider knows how to ride easy ...

... amid a sea of thousands of fans.

Easy Rider videotape fetched from $50-$80. There were also rare motorcycle parts and memorabilia, paintings, and lithographs.

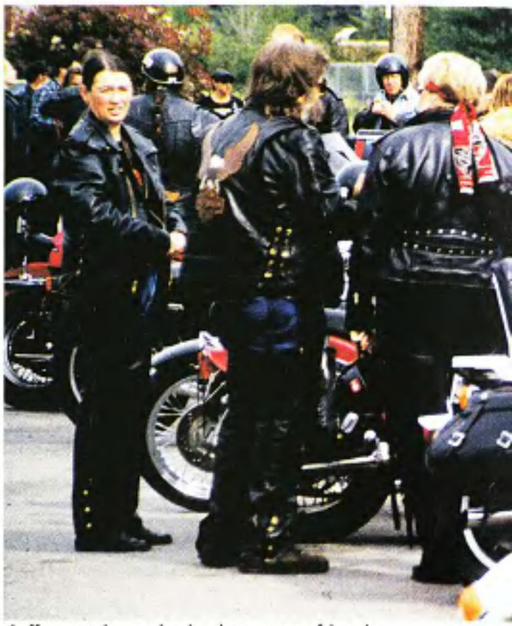
The most expensive item sold was one of Jeff's antique motorcycle sculptures. Friend and Seattle Cossacks member Dave Edie won the bid at $3,200. Jeff crafted a total of 15 of these miniature bikes many years ago, two of which are owned by Peter Fonda and Willie G. Davidson. Each is about a foot long and made entirely out of old bike parts.

After the auction and without a break, Peter returned to the Captain America bike to have more photos taken with eager event-goers. He finished around 7:30 p.m. and went straight to the autograph table, where he spent more than 90 more minutes signing for donations. His endurance was remarkable and a true tribute to his brotherhood and dedication to Jeff.

Weeks after the event, donations continued to pour in to help Indian Jeff and his family with his future medical expenses and needs. Jeff would personally like to thank the hundreds of volunteers, friends, and family members who donated their time and resources to put this benefit together. A special thanks, of course, goes to Peter and Becky Fonda, whose cooperation, guidance, and friendship went a long way to make the event what it was—a remarkable success story. Look for exciting video coverage of the event in *Easyriders* Video #37 and check out the benefit merchandise at the Indian Jeff Web page at www.rarebeatles.com/benefit.html.

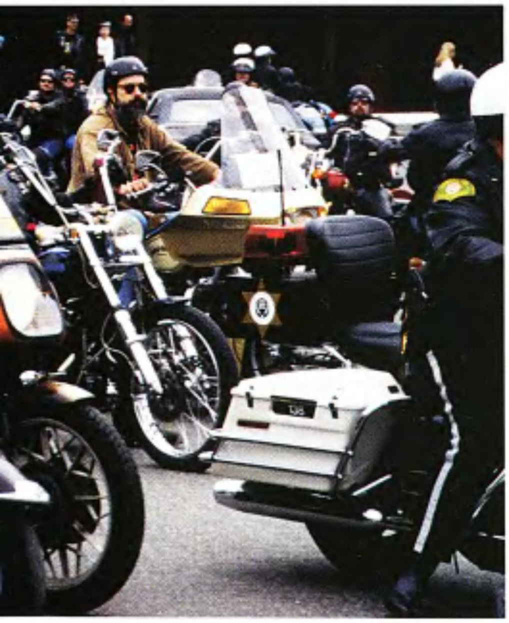
—Phantom

Fonda at the auction.


Jeff never knew he had so many friends.

The ride starting point in Tukwilla.

Doing good is what brotherhood is all about.

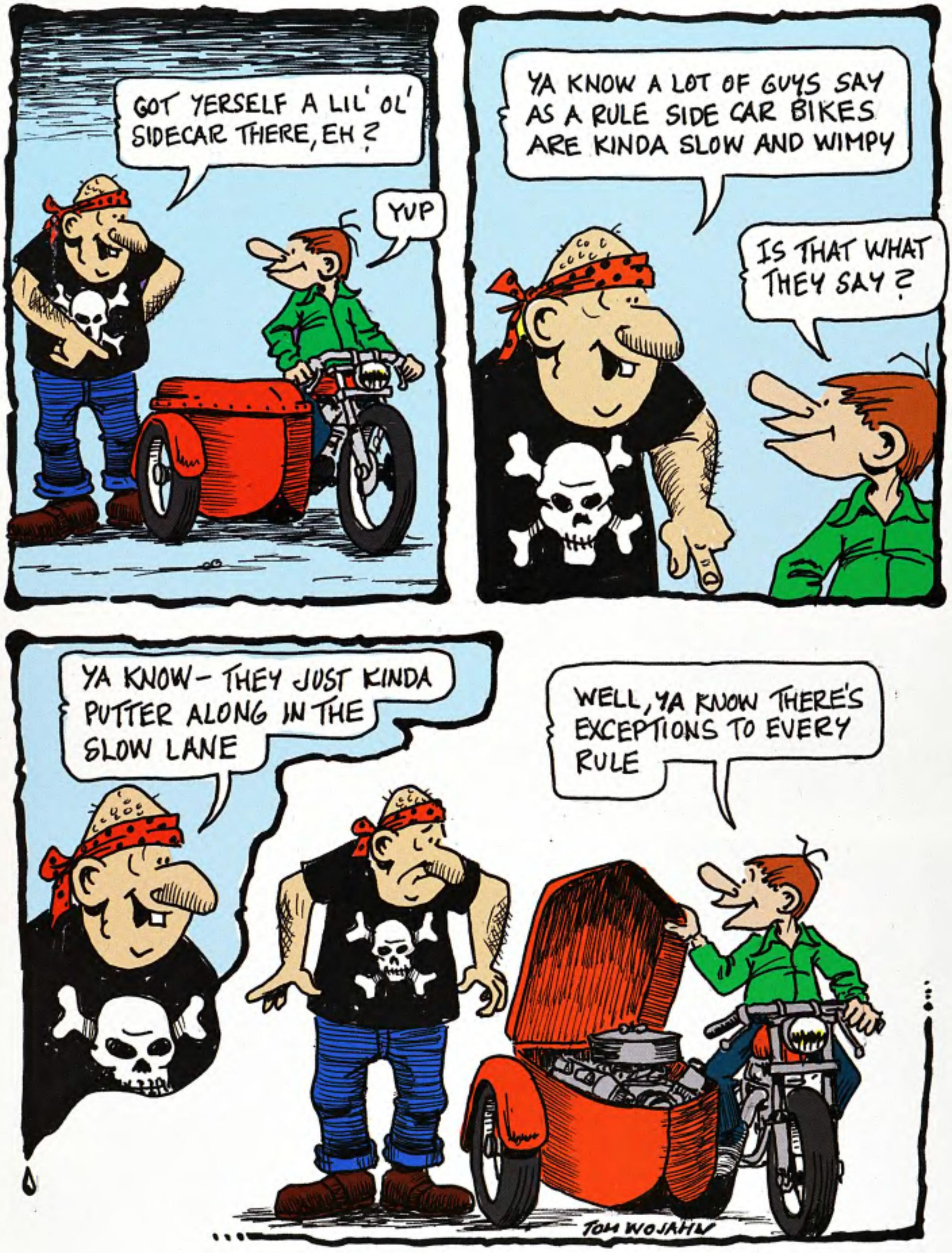


Peter signing autographs at Norm Gerlich's antique bike shop.

Event staff joins Peter, Captain America, and one of Jeff's Indians.

The biggest eagle in all the Northwest.

Photos: Robert W. York and Mitch McGeary


GOT YERSELF A LIL' OL' SIDECAR THERE, EH?
YUP
YA KNOW A LOT OF GUYS SAY AS A RULE SIDE CAR BIKES ARE KINDA SLOW AND WIMPY
IS THAT WHAT THEY SAY?
YA KNOW- THEY JUST KINDA PUTTER ALONG IN THE SLOW LANE
WELL, YA KNOW THERE'S EXCEPTIONS TO EVERY RULE
TOM WOJAHN

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Stock #: UM209 **Model:** FXRD **Engine:** 1340 **Color:** Black
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1992 HARLEY-DAVIDSON
Stock #:UM233 **Model:** FXR **Mileage:** 7100 **Color:** White/w Flames
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1988 HARLEY-DAVIDSON
Stock # UM202 **Model:** XLS **Color:** Blue **Mileage:** 18,638
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1952 HARLEY-DAVIDSON
Stock #: UM188 **Model:** FLH Stroker **Color:** Blue Custom
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1992 HARLEY-DAVIDSON
Stock #: UM216 **Model:** FXRS **Mileage:** 1340 **Color:** Black with flames
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1978 HARLEY-DAVIDSON
Stock #: UM182 **Model:** FLH **Color:** Blk/Purple Flame **Mileage:** 7250
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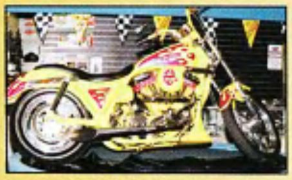
1991 HARLEY-DAVIDSON
Stock # UM230 **Model:** Sportster **Mileage:** 8745 **Color:** Black

1993 HARLEY-DAVIDSON
Stock #: UM221 **Model:** FLSTC **Mileage:** 24,800 **Color:** Black

1953 INDIAN CHIEF
Stock #: 2000 with side car **Mileage:** 30
Has won numerous first place trophies.
(Available at Columbus Easyriders)



1994 HARLEY ANNIHILATOR
Stock #: UM1500 **Model:** Turbo Custom **Engine:** 80ci – 117 H.P. **Mileage:** 173 **Color:** Yellow/Purple
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1994 HARLEY-DAVIDSON
Stock #: UM234 **Model:** FXR **Engine:** 13350 **Color:** Black/Teal

1982 HARLEY-DAVIDSON
Stock #: UM144 **Model:** FXR **Engine:** 80ci shovel **Mileage:** 37,334

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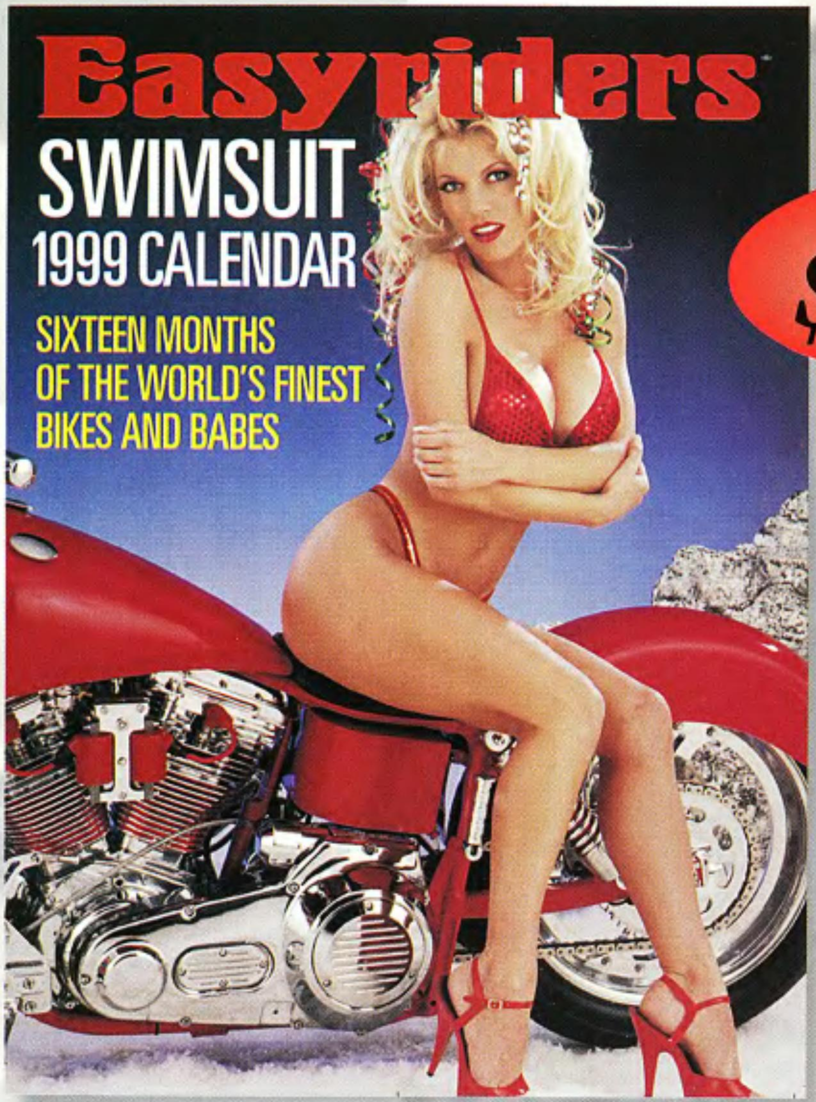

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Behold The Beautiful Game

IT'S IN THE EYE OF THE PLAYER

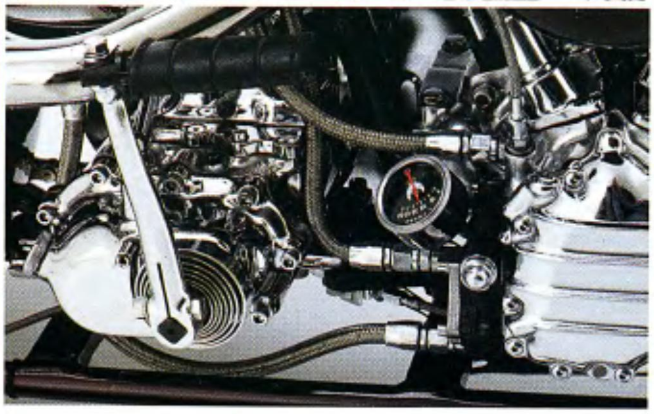
If you think about it (and who doesn't?), building choppers for a bike show has a lot in common with World Cup soccer. There is a basic plan of how to "get the ball rolling," using various parts and players to achieve a common "goal" that is not only serving its purpose of "scoring" but also has an aesthetic value and pleases the eye of the observing fan. A lot of skill, practice, and effort go into achieving a satisfying result. →

S&S
SUPER

There are, of course, certain truths in both areas. For instance, one could say the Brazilians always play beautiful soccer, or that Mike Trussell always builds beautiful choppers. Both are evident at this time: The Brazilians recently dazzled the world at the World Cup in France, while earlier in the year, Mike impressed onlookers with this beautiful chopper during the *Easyriders* Bike Show in Pomona, California. Obviously, these are two perfectly comparable world events, albeit in somewhat different categories.

Is Mike Brazilian? I don't think so; at least he doesn't look it. In fact, he hails from the very un-Brazilian port town of San Diego, California, where he has been entrenched in the biker lifestyle for the past 25 years and is pretty much a fixture in the local Harley scene ... yes, just like the Brazilians. And for both, it is the love for their sport that makes what they do such a joy to watch.

Mike's love for the sport has driven him to some very distinctive and elevated achievements. This is not his first bike we see on these pages, nor will it, God willing, be his last. After 25 years of building choppers, you'd think he'd have gone pro a long time ago. But the industrial real estate broker knows which way his bread is buttered. "I try to build one bike a year, which I usually end up selling at the end," Mike said. "It's the fun of starting with nothing and →



making something out of many different parts and sources. Although I often think of opening a shop someday—like everyone else who loves bikes—I think I'll stick to doing it as a hobby. You just can't get as much money for a chopper as some of these guys get for their billet bikes."

This far-out chopper here started with an engine from a '56 FL. Over time, he collected all the parts until he had exactly what he had envisioned: a modernized version of a '70s-style chopper. "It wasn't even a basket case when I started; I just came across this engine and decided to build a bike around it. Just to collect all the necessary parts took me a year and a half," he said.

And don't think that he's not already working on his next project; this man likes to stay busy. "It'll be a chopper again," Mike said, "but this time it'll be a little lower and more performance-oriented."

And speaking of performance, how about that gorgeous creature adorning Mike's scoot? That's our lovely Kristen, your Fox Hunt winner from July. No, she's not Brazilian either, and I don't know if she plays soccer, since there's only one ball involved. But Kristen, who hails from Fresno, California, was as excited about becoming our Fox of the Month as the Brazilians were about winning the World Cup. (Too bad the French had other intentions.) She wouldn't even wait for us to send her a plane ticket so she could come to Hollywood for the bike shoot.

"I'll just drive down there," were her last words, and 15 minutes later, she knocked on our door. Talk about an eager beaver!

So, there you have it—the intrigue of international sports on the highest level, the excitement and drama of a world-class machine unlike any other, and the enticing vision of a beautiful and (now) nationally renowned Fox. These are the ingredients of a great story, as life wrote it.

—Red Baron

Owner: ...Mike Trussell
City: ...San Diego

General
Fabrication: ...Mike Trussell
Year/make: ...1956 H-D
Model: ...FL (Shovel conversion)
Assembly: ...owner
Chroming: ...Lemon Grove/Quality

Engine
Year/model: ...1956 Pan/Shovel
Rebuilder: ...Tatro Machine/owner
Ignition: ...Joe Hunt magneto
Displacement: ...100 cubic inches
Lower end: ...S&S 4 3/4-inch
Pistons: ...S&S 3 5/8-inch + .030
Cases: ...H-D
Heads: ...ported/polished
Cam: ...S&S
Carb(s): ...S&S
Pipes: ...CCI
Modifications: ..Manley valves, balancing by Tatro, S&S/Old School air cleaner

Transmission
Year: ...1956
Modifications: ....all Andrews close ratio

Paint
Molding: ...Uptown Cycle Designs/ Steve Ames
Painter: ...UCD/Tony Lalicata
Color/type: ...Welch's Grape, candy/lacquer
Special paint: ...Old School logo, Rob Gagnon

Frame
Year/type: ...early '70s rigid
Builder: ...Denver's
Modifications: ..brackets etc. by owner, 40-degree rake, 5-inch stretch

Accessories
Bars: ...ultra narrow drags
Fender(s): ... 6-inch flat
Headlight: ...Bates
Taillight: ...sidemount by owner
Pegs: ...JayBrake
Electrics: ...inside frame/owner
Gas tank: ...Sporty, 1-inch tunnel
Oil tank: ...4-quart aluminum
Oil system: ...Earl's lines
Seat: ...Old School/Mr. Car
Mirrors: ...tiny, cut down
Grips: ...black

Forks
Type: ...early '70s super narrow springer (4 1/2-inchwide)
Builder: ...Sugar Bear
Modifications: ...12 over, restored, rebuilt, rechromed

Wheels

Front
Type: ...spool
Size: ...21-inch
Tire: ...Avon
Brake: ...none

Rear
Type: ...Akront
Size: ...18-inch
Tire: ...Avon
Brake: ...GMA
Photos: ...Raiko Hartman

2ND BEST OF SHOW
Easyriders Bike Show Tour Pomona, California, Jan. 3, 1998. Owner is eligible to compete in the $35,000 Invitational Show, Columbus, Ohio, February 1999.

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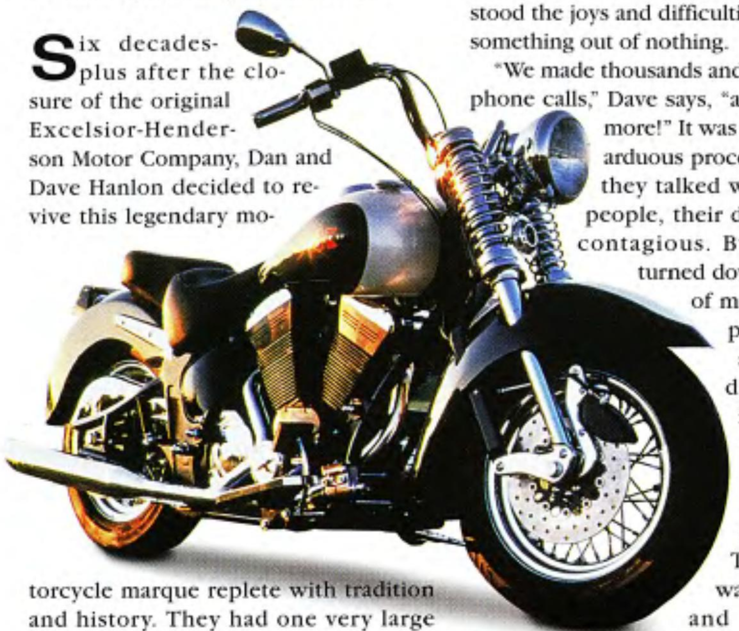
DAVE AND DAN'S SUPER EXCELLENT ADVENTURE — PART TWO

How a Couple of Minnesota Farm Boys Hocked Their Harleys and Turned $10,000 into a $100 Million Motorcycle Manufacturing Company

This is the conclusion of our Excelsior-Henderson story, following the dream of two brothers to rebuild one of the greatest motorcycle marques of all time.



Six decades-plus after the closure of the original Excelsior-Henderson Motor Company, Dan and Dave Hanlon decided to revive this legendary motorcycle marque replete with tradition and history. They had one very large dream, plus plenty of vision. The only real thing standing in their way was, oh, say, the small matter of raising 50 million or so dollars.

Not to worry. They each kicked in around five grand apiece. They owned their Harleys, which the banks were happy to accept as collateral for additional loans. They had a basement, too, complete with card table.

Well, hey, it worked for Microsoft.

"We knew this wasn't a project you eased into," Dave says. "The only way to do this was on a big scale and not just build a few bikes in your garage and then test-market reaction." So they utilized that basement to plan, strategize, and raise more money from friends and family—enough to move into a small office suite in South Minneapolis.

"What was most important to us was to continue developing the infrastructure of the company rather than the product at that time," Dave continues. "Once you have the right infrastructure, the product will be just fine."

By now, they were only about $49,900,000 away from their goal. So they worked the phones—venture capitalists first. "The problem with that," Dave says, "was that venture capitalists want a quick exit and, in doing so, want lots of control. Diluting the mission of our company was one option we refused to consider."

So the Hanlons sat back and reconsidered who would not only have the capital they needed, but would share their unique vision. The answer was right under their noses. They needed to find people just like themselves—entrepreneurs and business people who understood the joys and difficulties of building something out of nothing.

"We made thousands and thousands of phone calls," Dave says, "and thousands more!" It was a painstaking, arduous process, but when they talked with the right people, their dream proved contagious. But they also turned down a good bit of money, too, especially when suggestions of diversifying into snowmobiles, watercraft, or dirt bikes cropped up. Their vision was their vision, and those who shared it were welcomed aboard. An interesting footnote to all this is the fact that most of those who shared the Hanlon's vision also turned out to be bikers.

By 1994, they were able to move out of their basement. By December of 1996 they had taken in over $15 million in private-equity capital. Then in July 1997, Dan and Dave took their vision public and raised more than $27 million. Within four years of that fateful day under the blue skies somewhere in the Black Hills, the brothers were now co-CEOs of a company with a market capitalization of close to $100 million.

MONEY ISN'T EVERYTHING?

From the beginning, the three major risk factors facing the Hanlons were time, money, and people. "Time was relatively secondary," Dave says, "because we knew the market for our bikes would be there whether we produced them in '97, '98 or '99."

The Initial Public Offering, plus the early visionary investors proved they could raise the needed capital. "But all along, we knew the single greatest risk we faced throughout was finding the right people.

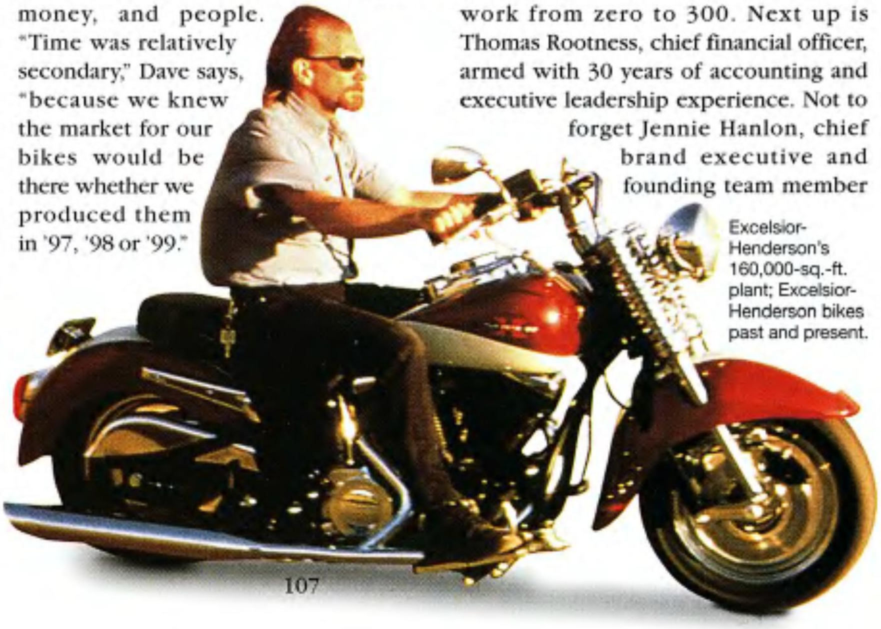
"See, manufacturing motorcycles has been going on for a hundred years," Dave continues. "There are a dozen excellent bike manufacturers in the world already. So for us to be successful in America, we simply had to find the right people."

Easier said than done. Why? "Because the really good people are already very successful and did not always have the time to talk to us," Dave says with a laugh.

As one past empire builder commented about finding key employees: "Eagles fly high and by themselves and must be gathered one by one." Which is pretty much how the Hanlons proceeded. But what worked most in their favor was finding people, like their investors, who shared their vision.

Some of their notable recruits include Allan C. Hurd, senior vice president of engineering and manufacturing. Anyone who's heard of Triumph Motorcycles has no doubt heard of Hurd. As production engineering manager, he helped relaunch the once-dormant British company in the mid '80s. By 1995, Triumph was producing 16,000 motorcycles annually. "I wouldn't be with Excelsior-Henderson now if I didn't think we could do this," Hurd said in an earlier interview. "Remember, I've done it before."

Another recruit from across the pond is Neil Wright, also formerly with Triumph, who's in charge of designing the Super X power plant. Then there's Dave Auringer, vice president of sales, whose past accomplishments include building up a watercraft dealership network from zero to 300. Next up is Thomas Rootness, chief financial officer, armed with 30 years of accounting and executive leadership experience. Not to forget Jennie Hanlon, chief brand executive and founding team member



Excelsior-Henderson's 160,000-sq.-ft. plant; Excelsior-Henderson bikes past and present.

1914: the world's largest motorcycle factory.

from the onset (as well as Dave's wife). The list goes on and on, but perhaps more noteworthy is the fact that almost without exception all of the key players ride. But maybe that was always a given, an integral part of why they all share this singular vision.

While we're on the subject of people, Dave and Dan traveled extensively throughout the world, touring every sort of manufacturing facility they could finagle their way into. "It's very important to learn what others are doing not only structure-wise, but also culture-wise," Dave explains. It all goes back to that one essential common denominator: "What's the one secret to getting something accomplished? You must have a damn good team of people on all levels, which is why the total culture of our company is so absolutely critical."

WHOEVER HEARD OF BELLE PLAINE?

As Excelsior-Henderson's infrastructure was forming and the key personnel were being recruited, it soon became obvious that this wasn't some fly-by-night scam or one-horse manufacturing facility. This was a potential boom to some lucky community's economy, which could produce many hundreds of desirable jobs plus much valued revenues. So what happened next was a bidding war as community after community vied for the Hanlons attention.

"We were recruited by the governors of South Dakota, Nebraska, Kansas, Illinois, Michigan, Ohio, and even Wisconsin," Dave recalls. Over 20 states offered 200-plus proposals, including millions of dollars' worth of tax credits, job training grants, state financing, low interest loans ,and more. With the pick of so many desirable locations, you can imagine one of the last places Dave and Dan were considering was their home state of Minnesota, especially their tiny hometown of Belle Plaine.

Dave and Dan grew up some five miles outside of that tiny burg on a dairy farm, part of a family of eight brothers and

The Excelsior-Henderson team members surrounding the new Super X.

sisters. Farming is a seven-day-a-week occupation, and the kids often put in 14-hour days. "We didn't get into town often," Dave recalls. "But when we did, well, between the cars and the motorcycles and the general attitude, we stayed in constant trouble. I wouldn't say Belle Plaine booted us out, but when we left, they felt they were in for better sailing."

But the folks of Belle Plaine obviously had fonder memories of the brothers and wanted them back. Problem was, Minnesota just couldn't match those high-dollar deals some of the more affluent states were parading out. But if they didn't have the money they had something else more valuable: They had heart.

"The kids in grade school started coloring pictures of motorcycles and sending them to us," Dave says. "The high school students would write to us, too. Then the town got up a contingent to go wherever we went. We showed up at Sturgis, for instance, and there was the Belle Plaine bus filled with folks from the community. It was wild. They really connected, so we said the hell with it let's do it and that's how we ended up back home in Belle Plaine."

CAN ANYONE SPELL RENAISSANCE?

With the unveiling of Excelsior-Henderson's production-intent Super X during this year's Sturgis Rally, the Hanlons have notched out another milestone in their ongoing business plan. Anyone who saw the earlier prototypes will note the differences. But as the brothers have always pointed out, prototypes are made to test and evaluate and ultimately be improved upon.

What remains are the stylistic contributions of the earlier bike's heritage—fork tubes passing through the front fender, a split teardrop fuel tank, a leading-link front end—mated to the best in →

"We'd like to pull the plug and let him die in peace, but the poor bastard still has some money left."

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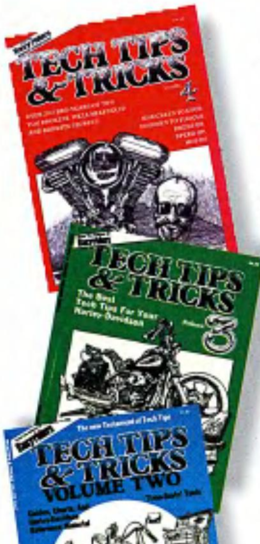

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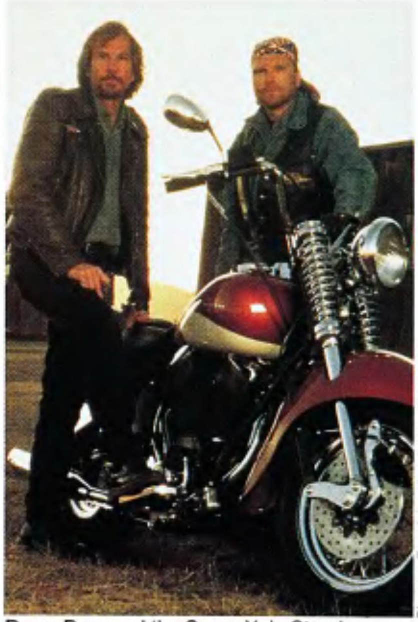


Dave, Dan, and the Super X in Sturgis.

Photos: Excelsior-Henderson Motor Co.

today's technology including fuel injection, four valves per cylinder and dual overhead cams within a 50-degree X-twin engine sporting 85 cubic inches.

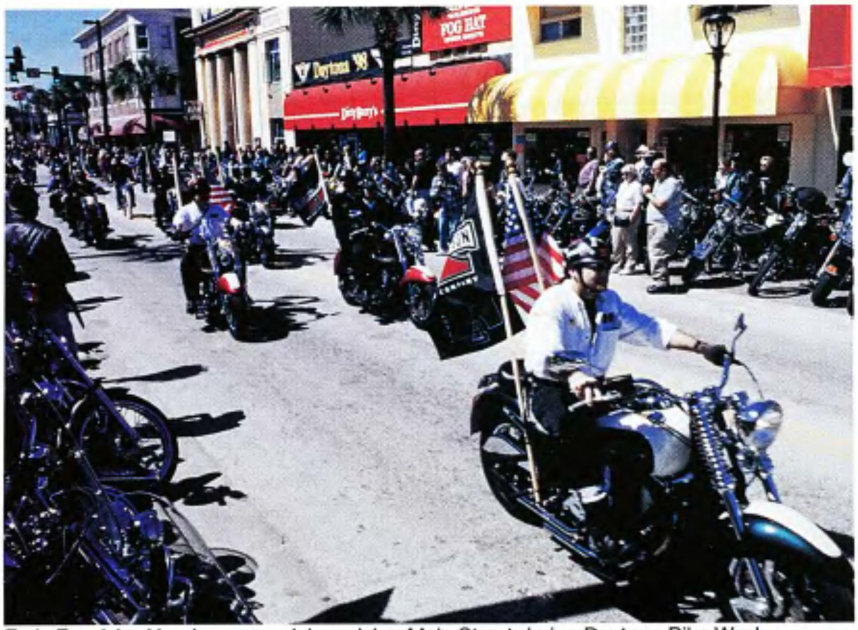
Four thousand units are the production goal for the rest of 1998 with capacity eventually ramping up to a planned 20,000 motorcycles. Along the way, expect to see a heavyweight touring model and maybe something sportier. So what about the water-cooled in-line four? "All rumors," Dave says, "but I think it would be neat."

By late spring a nationwide network of 64 dealers was in place with a goal of 80-100 by the fourth quarter.

With an eye on the future, the Hanlons bought enough land to roughly double production if, or when, demand warrants it. "I'd love to see the whole American motorcycle manufacturing landscape get bigger," Dave says. "If it's done with the proper respect to the sport, there's plenty of opportunity for more than just ourselves and Harley-Davidson. Visualize what it must have been like in the teens and twenties when there were so many motorcycles for however you wanted to ride. I believe we're coming back to that kind of age."

As of this writing there have been six confirmed sightings of Excelsior-Henderson tattoos, an inexact bellwether to be sure, but in some ways a propitious portent of the company's prospects, especially since several tattoo studios have recently requested Super X patterns for their repertoire.

But what would the original cyclemeister himself have to say about



Early Excelsior-Henderson models cruising Main Street during Daytona Bike Week.

all of this? What would old Ignaz Schwinn think if he showed up at the factory doors?

"He was an ultra-cool guy with a hell of a lot of attitude," Dave Hanlon answers. "He was his own man. I think he would probably step in and say 'Well, boys, you're not trying to be the biggest but you are trying to be the best. You're doing it your way and that's exactly the way I did it.'"

—Mark Petterson

Two Buyers Fess Up

Wil Myers was still pumped about his trip to the annual Spring Rally in Myrtle Beach, South Carolina, back in May. He'd clocked about 2,500 miles, starting in Illinois and following the green and scenic route down the Blue Ridge Parkway with a few hill-climbing adventures in the Smoky Mountain National Park. He's even more pumped about riding down next year on his Excelsior-Henderson Super X.

The long-distance truck driver had been following the company's story in various publications and liked what he read about the motorcycle. "It was gonna be big," Wil says, "which an American bike has to be. Another thing that attracted me was that there would be a lot of performance out of the Super X."

He made a call to Belle Plaine to find out the names of some dealers. When he found out there'd be a Super X prototype at Kersting's Cycle Center he called in sick and made the two-hour ride over.

Says Wil: "When I sat on the bike it just fit me perfectly and I said, 'This is it.' They started it up and it sounded really good. It's both American-made and very unique, which excites me the most because when I'm out riding I won't be seeing another me coming down the road."

Danny Buis, on the other hand, has only seen pictures of the Super X. When he wanted to find out more he did some serious digging on the Internet. "I read how the Hanlon brothers started out and what they expected," he says. In a way the story reminded Danny of himself.

"I went into business on my own about nine years ago," Danny explains. "It was a risk taking a chance like that, but, like the Hanlons, I had a dream and worked hard to make it successful." By putting in 13-hour days, seven days a week, Danny built up his Ohio-based commercial and residential supply company into a two-store operation employing about 45 people.

"I'm not on the same scale as Excelsior-Henderson," says Danny, "but I feel they've done things right and will continue doing things right." Not only was he impressed enough to be purchasing a bike, he also bought stock in the company, "for the long haul."

Wil Myers is also contemplating an important purchase for the long haul. "I'm thinking of getting my very first tattoo," he confesses. "And I'm thinking it should definitely have some sort of Super X-theme." Sounds about right.

BIKER QUIZ

EASYRIDERS' AUTHENTIC BIKER QUIZ

So you think you're a biker. Authentic. The real deal. You dress like a biker, you ride a fire-breathing, shit-kicking V-twin, and people generally seem to be afraid of you. You must be a biker. Right?

Sometimes things happen in a man's life that makes him question who he is. Maybe you found yourself wearing pajamas or using words like "festoon" and "cummerbund." Maybe one day you discovered a light beer in your fridge or drank from a glass with an umbrella in it. Maybe you said "thank you" when a cop gave you a ticket or you went shopping at a boutique. Whatever the cause of your concern, it can be quite frightening to feel like you're losing your edge.

In this world of wannabes and pretenders, it's hard to tell the authentic bikers from the fashion bikers. Leather and drag pipes have become trendy, like gourmet coffee shops and monogamy. All sorts of people are out there on two wheels, dressed like bikers. The hard part is to spot the ones who are weekend warriors, the ones taking a walk on the wild side, away from their office towers and minivans.

So how do you know if you're an authentic biker? Well, fortunately, a simple test has recently been developed to help determine if you've got what it takes. Just read each question or statement and circle the most appropriate response. Later, we'll figure out where you rank on the biker scale.

1 If your boss fires you for no good reason, other than doing his secretary on his desk, you should:

a) quietly leave the building in shame.
b) beg for your job back and agree to attend therapy.
c) hang him up by his tie, then go outside and light his car on fire.

2 In regard to females, which of the following is most important?

a) the quality of her personality.
b) her intellectual ability.
c) the size of her tits.

3 If your woman won't talk to you, you should:

a) seek out what is bothering her and explore her emotions.
b) buy her flowers and candy and try to cheer her up.
c) consider yourself lucky.

4 If you should find yourself riding in a Japanese car, it is important to:

a) fasten your safety belt.
b) keep an eye out for hazards.
c) hide your face so nobody will recognize you.

5 When selecting a dog it is important to consider:

a) how the animal will look in a sweater.
b) whether the dog will shed and mess up the house.
c) if the dog is big enough to eat the neighbor's dog without leaving any evidence.

6 When faced with a physical confrontation, it is best to:

a) use your wits and talk your way out of violence.
b) do anything to avoid a fight, even if it means running away.
c) shoot first and ask questions later.

7 Buying your ol' lady an expensive ring is:

a) a good way to show your affection.
b) a sure route to romance later on.
c) like lighting your money on fire and flushing it down the toilet.

8 Gun control is:

a) a reasonable response to a violent society.
b) necessary to keep the population safe.
c) a load of shit, probably devised by women, to make men's lives less fun.

9 You're riding your bike down the street and you notice a very sexy lady, with firm ass cheeks, wearing a thong bikini. You should:

a) ride by without staring, thus demonstrating your respect for her space.
b) smile and wave in a nonthreatening manner.
c) pull over and offer her a mustache ride.

10 If your ol' lady is going on and on, running her mouth about stuff you don't care about, like hair removal and feminine hygiene, you should:

a) show your interest by becoming involved in the conversation.
b) let her talk and don't interrupt.
c) get a new ol' lady.

11 Which of the following statements would you be most likely to say out loud?

a) that's a very nice blouse you've got on.
b) money's not that important to me.
c) I'd like to come to work but I'm way too hungover.

12 Personal grooming usually involves:

a) a fine hair cut at a trendy salon.
b) the proper use of skin creams and cleansers.
c) picking road-kill bugs outta your beard.

13 When your woman feels the need to cry, it is best to:

a) say nothing and let her deal with her emotions.
b) offer her a firm shoulder to lean on.
c) tell her to shut her trap before you give her something to cry about.

14 The best time to have sex is:

a) following a romantic, candlelight dinner.
b) only after you are married.
c) any time you can find a willing female.

15 If someone does you wrong, insults you, or causes you grief, you are most likely to:

a) forgive and forget.
b) take legal action in a court of law.
c) make them regret the day they were born.

Now it's time to add up your score. If you answered with all C's, you've got nothing to worry about. You're a biker to the core. You can put down this magazine right now and go for a ride just because it feels so damn good.

If you've got a couple of A's and B's on your score sheet, there may still be hope for you. Not everyone can obtain a perfect score. You should get yourself a subscription to Easyriders and work hard on correcting your deficiencies. Being a biker may well be within your occasional trend toward wimpiness.

If, on the other hand, you answered with all A's and B's, it might be a good idea to give up on ever being a biker. You'd probably be more comfortable as a hairstylist, a florist, or some other kind of girlyman lifestyle. Hanging around with bikes and bikers could only lead to embarrassment and possible injury. But don't feel too bad. You still serve an important role in the world. Bikers are always looking for somebody goofy to laugh at and smack around.

I hope this clears up any self-doubt you may have had, or at least point you toward a more realistic life path. It isn't easy to reach the level of "Authentic Biker," but if you can, there's absolutely nothing like it. Now get out and ride something.

—Greg White

The following fiction piece is the winner of a recent contest created by Paul Yaffe of American Legend Motorcycle Company in Phoenix, Arizona. Contestants sent in their fiction submissions, with top honors going to Joel A. Frank for his esoteric and eerie entry, "The 16th Gear."

The 16th Gear

By Joel A. Frank

1st Gear:

I wonder how long it will take for them to find me?

2nd Gear:

I wonder how far I will get on this one tank of gas. Will it be far enough to outrun the bills, ills, and the pains of my past that have tried to chase me down and tear at my throat like some crazed animal?

Pain. The invisible traveler that we, from time to time, stop to give a ride who taunts us at every stoplight. Who glares at us around every turn and whispers, "You are nothing. You are weak, hollow, and alone." We all have ridden with this unwelcome passenger at sometime, knowing that just beyond the red glow of the taillight, he waits for you in the darkness.

But not today, old friend, or ever again. For today I choose to ride.

3rd Gear:

I start to think of family and friends, women and wheels, the state of the world and is this asshole going to pull out in front of me. "Where are you headed?" I don't know, neither will I stop to care. "Going for a joy ride?"

"Fuck you," I respond in no uncertain terms to the weekday-lawyer, weekend-warrior wannabe. This road belongs to me and those of my kind. Boss Hoss or Honda, road or dirt, Black or White, it's all irrelevant. Those who choose to be defined by the actions of the roads they have traveled display the essence of what a biker is. Can't you see that it is a way of life and not some friendly holiday costume to be taken off and tucked away when found inconvenient? Can't you see that we are as intricate as the roads we travel? Can't you see this?

Blind is the way of the wannabe, for he says nothing.

I ride on.

4th Gear:

I met a man who belongs to his people. He said to me, "I am Brother Biker. Strong beyond all definition. Defying place and time. An immovable force of destruction. Look upon me and be renewed."

I invite him to look back and recall the first time he realized what he once was. The first time he thought to himself what a shame it is to have to look at the world through the windshield of a car. He says nothing.

I think the illusions of your own greatness have clouded your memory, Brother Biker. He gives me an apocalyptic stare. The things that you speak of are true, but the power comes from knowing that you are not alone. Independent, yes. But never alone. It is not just you, Brother Biker, but the Brotherhood of the Biker that makes you and I strong. Keeps us strong. This is what allows you to define yourself Brother Biker. Realize that you are never alone. Look upon those of your kind: Look upon *us* and be renewed.

I ride on.

5th Gear:

Red and blue lights flash around me like a whirlwind of fireflies. I smell bacon. What excuse do you have for stopping me this time, Mr. Blue?

"It's your taillights," he says. "They're broken."

"I think you're mistaken, Mr. Blue, hand made them myself just yesterday. See, they're working just fine.

"Not anymore," he says, as I hear the combination of metal, plastic, and glass hit the ground.

Why do you do this Mr. Blue? Why is it you fear what you claim to protect? Why must you detain me? Am I that different from you, Mr. Blue?

Damn right I am.

Here's a poem called Mr. Blue to be shared only between me and you ...

If I may, Mr. Blue, say
See that guy over there with the toupee
Why don't you go and make trouble his way
And leave me alone so I can play
I just saw him the other day beat down someone who failed to pay
Is it his fancy cars and suits that allow him to stray
And prey upon those with backbones of clay
Can I go now or must I stay
Have you had your donut today?

The overseer says nothing.

I ride on.

6th Gear:

I see a parade before me and a man on two wheels. I wish he did not have to ride. When he was younger, before his face revealed many sun-made wrinkles, he was a roamer and lived his life on the road. "Lost?!" he'd say. "I never get lost. There's an ocean on either side. How can you get lost?" That was the mentality of the old man. From the left ocean to the right, it was all his. But soon they put his life on hold and told him that this was no time for roamin'. There was work to be done.

So the guy gave him a number and a rifle and sent him away to play the Game. The story is as old as history itself and it had started again.

There were good days and there were bad. But after a while, it didn't matter. All that he was able to remember were days filled with blood-stained sand, water, and sweat. It was making him sick.

Charlie was primed and reamed the old man with bullets, showered him with shells. In a world of shit, he did his best to stay alive. But the Game dealt a cruel hand and knocked the old man down.

The crippled, maimed, the armless, legless, deaf, dumb, blind, and insane were all brought back. As the old man looked down to the place where his legs use to be, he thanked God that there was no one there waiting for him to cry, grieve, mourn or pity.

As I sit here, I watch the parade pass before me and see my fellow countrymen march, reliving days of past glory. I am forever reminded that sometimes freedom just isn't free.

To our brothers-in-arms, we salute you, we thank you, we owe you, we love you. Be strong.

I ride on.

7th Gear:

The Call: There will be a time when that abandoned bike in the back of the barn →

will demand to be noticed. When that unfinished project of a former you calls to you from behind the shed. When it does, take no time to plan. Just go. It's time to ride.

As you get farther and farther down the road, the years you have spent riding seem like days gone past. Damn, it feels good. You're getting away from it all. Far enough to get away from all the others who are getting away from it all. Stop. Take a look around, stretch your muscles, relax your mind. There. Doesn't that feel better?

Where are you? Where have you been? Where are you going? Somewhere deep within you that old familiar voice is calling you out again. And without a hesitation, you heed the call.

North, south, east, or west, once again you have only the road to keep you company. Where will you be in the next five years? Five months? Five days? Five minutes. What will you have learned? How will you be different? What happens now? Have you been told the best thing to do when you don't know where you're going is to stay right where you are. To hell with that. You have come back. Just by getting this far, you have regained a piece of yourself. And you're feeling greedy and want it all. So you ride on.

You can see in focus now. And as your eyes scrape the sky, you see clouds drift toward the horizon. You follow. For you know that all you need to get there is what you already have that has gotten you to where you are. The desire to ride.

Welcome back. The world was waiting.

8th Gear:

What is the definition of a motorcycle anyway? I guess it's all a matter of perspective.

Theirs:

A two or three-wheeled vehicle with a motor. Two persons can ride on them, utilizing an extra-large saddle especially designed for this purpose. Some motorcycles are even equipped with sidecars for carrying passengers or with commercial bodies for delivery use.

Mine:

Freedom.

Look around you. We live in a world of maximized headroom, keyless entry systems, and leather bucket seat interiors. It's the frills of an over accessorized society. How many will miss the chance to experience the simplistic pleasures of arriving home just before a rainstorm? Or the elation felt after coming out of a turn unscathed when you entered it far faster than you anticipated and the immortal words "ooh shit" crossed your lips? How many will miss the sense of accomplishment you get when you finally find that damn part you've been looking for?

How can I compete with control tracking and computerized navigational equipment when all I can offer you are scars on your arms, bugs in your teeth and the wind upon your soul. That's all I've got. But that's all you really need.

Come join us; we always have room for one more.

9th Gear:

"Going my way, baby?" asks a woman wearing a tight red skirt and motorcycle apparel.

If it has to do with money, I don't need you because I'm already screwed.

"Come here, baby," she says, "'cause I have what you want. I have what you need."

What you have is something I could get from licking the top side of a toilet seat.

She shrugs and continues, "Come on, baby, I've got what you need. It's hard and hairy on the outside and soft and wet on the inside. I'll give you a hint. It starts with a C ends with a T and has a U and N in it."

Sorry, miss, I don't want a Coconut.

She says nothing. I was never good at guessing games.

I ride on.

10th Gear:

Mother Biker! Mother Biker! Oh how good it is to see you again. What words of wisdom do you have for me today? What mystical knowledge will you allow me to share?

"Shhh," she speaks. "People must realize that they have a responsibility not only to

themselves but to others as well. So my child, learn to be tender with the young, compassionate with the aged, sympathetic with the striving, and tolerant of the weak and the wrong. Sometime in your life you will have been all of these."

I say nothing. After a hug and a smile, she is gone.

Ride on Mother Biker. Ride on.

11th Gear:

It has been said that the road to hell is paved with good intentions. I am reminded of this every time I see politicians squabble for some small remnant of power. I love this land but these Snake Oil Men do not speak for me. For if you settle for them, you settle for nothing. I have ridden through cities of despair. Cities built on the suffering of others where hope is its only recourse. And I'm forced to wonder if there is any good being done here.

If justice would ever peek from behind her blindfold, I'm sure she wouldn't like what she would see.

I ride on.

12th Gear:

The Newcomer talks with the Old-Timer

Old-Timer: "As far back as I can remember, I've owned a bike. And since that time, I have been well aware of the inequalities of my way of life. I hated it all the time. But never once have I asked for an apology."

Newcomer: "Well what made you want to keep riding?"

Old-Timer: "There's no such thing as freedom without discipline. Besides, I never felt that in order to have some freedom, I should have to be like everyone else. To this day, I have never seen a better sight than looking back down a road at the place I've just come from and looking toward the horizon in front of me to see what's to come next.

"I've made a lot of changes in my life and life has changed me. I'll admit that I've ridden looking for trouble and I have ridden to escape it. But it's a poison I can't afford to swallow anymore. One thing has remained the same, though. I have never let anybody get between myself and the road. If we belong to anything, Newcomer, we belong to the road. And when you are tested, and you *will* be tested, you must always remember that.

Newcomer: "Why do we make such a difference? I mean why does it seem like we intimidate people so much?

Old-Timer: Because people fear what they think they already have.

Newcomer: I don't get it.

Old-Timer: People like things that they can or think they can control. Freedom →

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is something that can never be controlled. A bike is a representation of freedom, that lack of control. It reminds them of the thing they claim to have but know deep down that they really don't. So it scares them. They will never learn how to glide with their lives. They will only glide by it. You see?

Newcomer: I see.

13th Gear:

A word from an Opinionated Biker:

"Look how far the "King" has fallen. My journey took me through the desert to the City of Lost Wages. I was confronted by a shameful sight, a mockery, a cafe of all things, an overpriced, overdone cafe that donned the two names I thought were synonymous with words like dignity and pride.

Look how far the "King" has fallen. What has happened to you? Why have you turned your back to us? Why do you lift your nose up in disgust? Haven't we supported you and cradled you in your infancy? You suckled from our wallets like a baby to a wet nurse. Haven't we taught you better than this?

Look how far the "King" has fallen. I guess it doesn't matter anymore does it? You have what you want, your stock options, mall stores and cappuccinos. But remember that things have a funny little way of coming back and biting you on the ass. I'll always have love for you, but no thanks. I don't care to take a bite of your shit sandwich. Get well soon." — O.B.

Well you know what they say: Options are like assholes—everybody's got one and they all stink.

I ride on.

14th Gear:

Hey, Sister Biker! Sister Biker! Slow down and ride with me. She says nothing. Tough as nails she is, but I know she hurts. I know your pain, Sister Biker, I'm familiar with the struggle. I know that it sometimes takes the form of a fist and/or kick and/or voice filled with misguided anger. I know that many tears have been shed. Come ride with me, Sister Biker, for it is survival, strength, and love we celebrate in you. A celebration of knowing that it is you and you alone who completes the circle.

She says nothing, but takes my hand in hers and puts it up to her heart. You are as wild and free as this country we live in. Remember that. She smiles and then is gone.

Love for Sister Biker. Respect is due.

I ride on.

15th Gear:

Somewhere on endless stretches of asphalt, you will find me on twisted metal beauty. You will hear the thunderous roar of Father Biker's voice scream, "I will never surrender! I will never submit, yield, or bend! I will live my life! *My life!* And for all my days remaining, I promise to never abide by the rules they have made to dictate how I should live *my life*, because they don't give a rat's ass when or how I die!"

I choose to ride on. I choose freedom.

I think you have to stop every so often and show yourself that you are still alive. The blue arc of the world keeps on turning. She stops for no one. So when the night steals the light of day away or you find yourself riding between dusk and dawn, make sure your eyes are wide open to see it. Know that you're alive.

It lights fireworks in your soul.

I would like to dedicate this to those loved ones who, for this reason or that, no longer grace the Earth with their presence.

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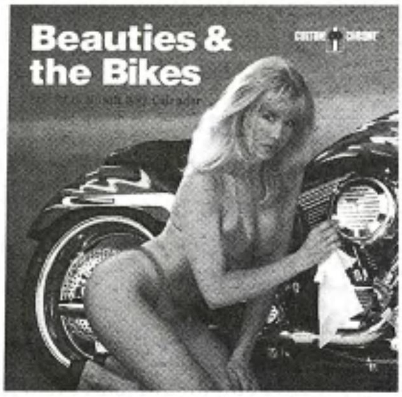

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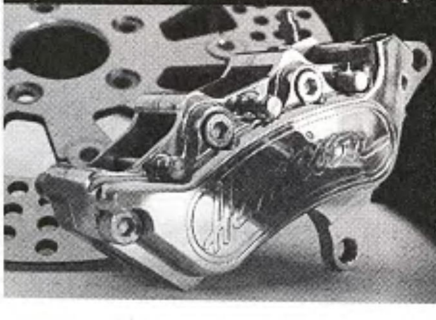

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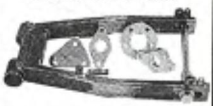

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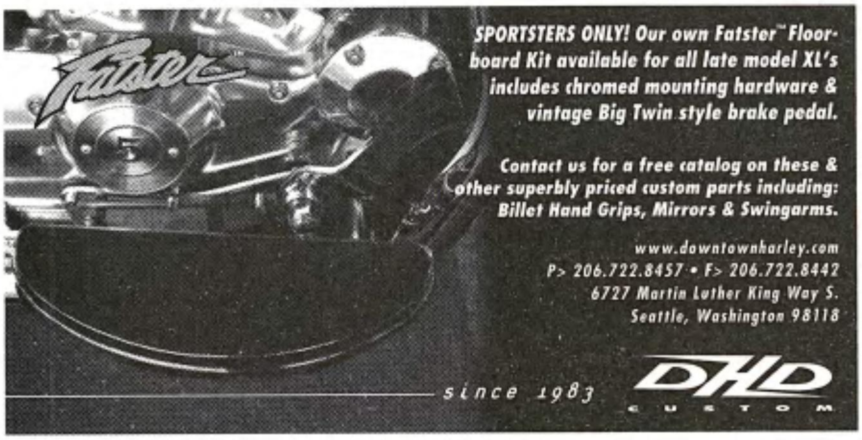

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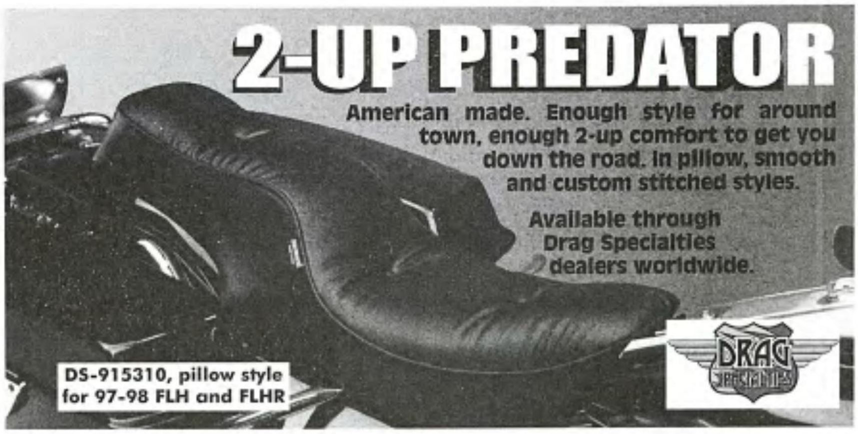

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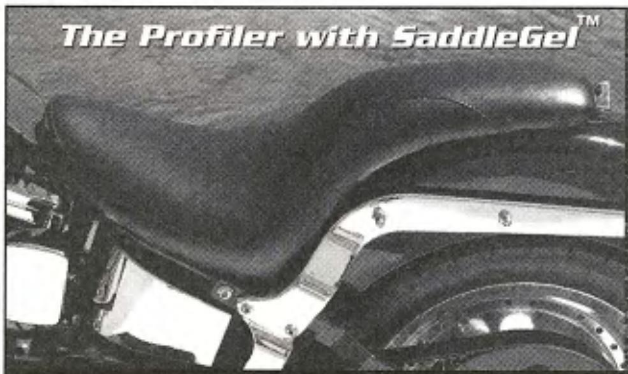

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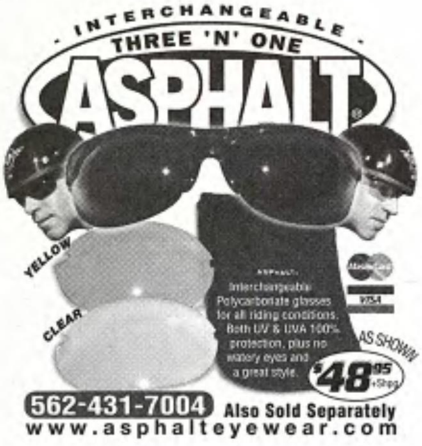

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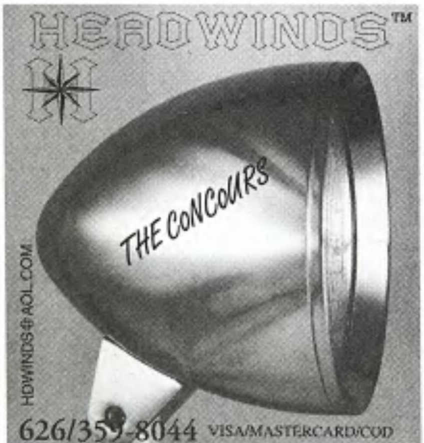

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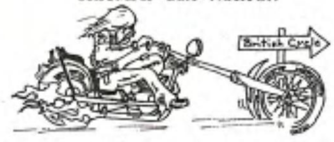

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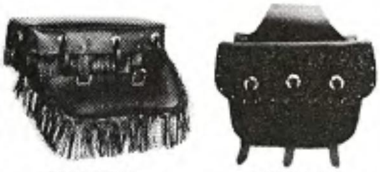
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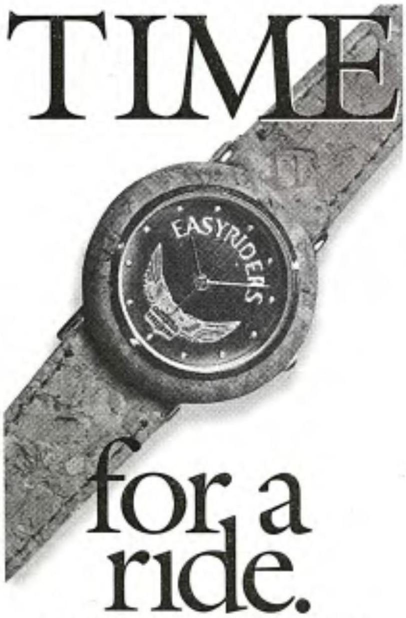

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ADVERTISER, INC.	PAGE
ACE LEATHER	124
AMERICAN CENTURY	126
AMP RESEARCH	125
ANCIENT ART TATTOO STUDIOS	126
ASPHALT	125
BACK ISSUES	128
BARNETT HARLEY-DAVIDSON	125
BIG BOAR PRODUCTS	122
BRITISH CYCLE SUPPLY	126
CALIFORNIA M/C COMPANY	122
CUSTOM CHROME	122
DOWNTOWN HARLEY DAVIDSON	123
DIRTY BIRD GRAPHICS	124
DRAG SPECIALTIES	123
EAGLE'S EYE	127
EASYRIDERS ROADWARE	126, 127
HARLEY DAVIDSON OF W. VIRGINIA	123
HARRISON PERFORMANCE PRODUCTS	122
HEADWINDS	125
JACK LUPERTINO	125
KIT MFG.	123
LAURENT COMMUNICATIONS	126
LBV ENGINEERING	126
MR. B'S LIFESTYLE	125
MUSTANG	122
OKUN BROS SHOES	125
PAC-KIT SADDLEBAG CO.	126
PACIFIC HARLEY DAVIDSON	126
PHD, INC	123
PIN LOK	124
QUALITY RESEARCH	126
RAT'S HOLE	124
SAMSON MC PRODUCTS	124
SCHOOL OF MOTORCYCLE REPAIR	125
S.O.S.	123
SUNDANCE MAGAZINES	125
SUBSCRIPTION	125, 127
SUPERIOR PARTS, INC.	126
TATEX-USA	126
TEXAS IRON	126
TRAVELCADE	124
TWIN CITIES H-D NORTH	124
TWIN CITIES H-D SOUTH	122
WHEELWORKS	126

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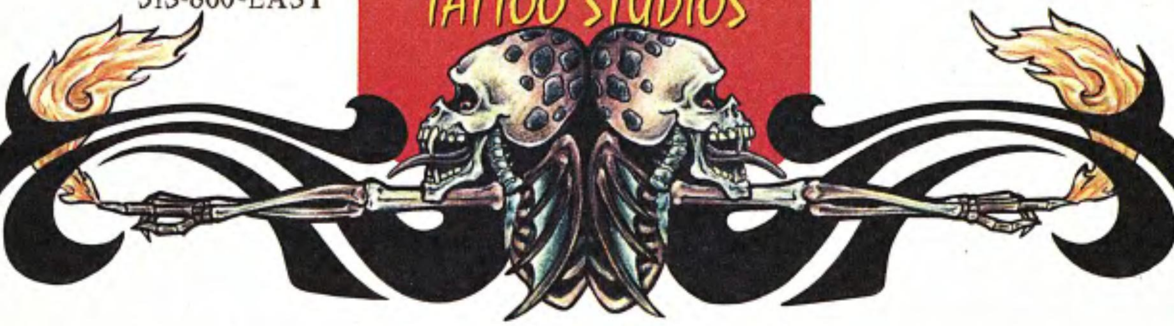

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1994	247		249		251	252		254		256		258
1995	259	260	261	262		264		266	267	268	269	270
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Double Nut

For some of you readers, this tech tip may seem like overkill. Well, if I had just encountered this problem one time, I would probably feel that way also. But, in fact, it happened twice, and I don't have to be hit over the head with a 2 x 4 to realize that this could lead to an expensive and potentially dangerous situation.

I'm talking about the loosening of the two tapered bolts (H-D part #1783) that hold the anchor plate onto the inner primary cover. I'm pretty sure it's the same part number since they started using aluminum primary covers in 1965. The parts catalog calls them screws.

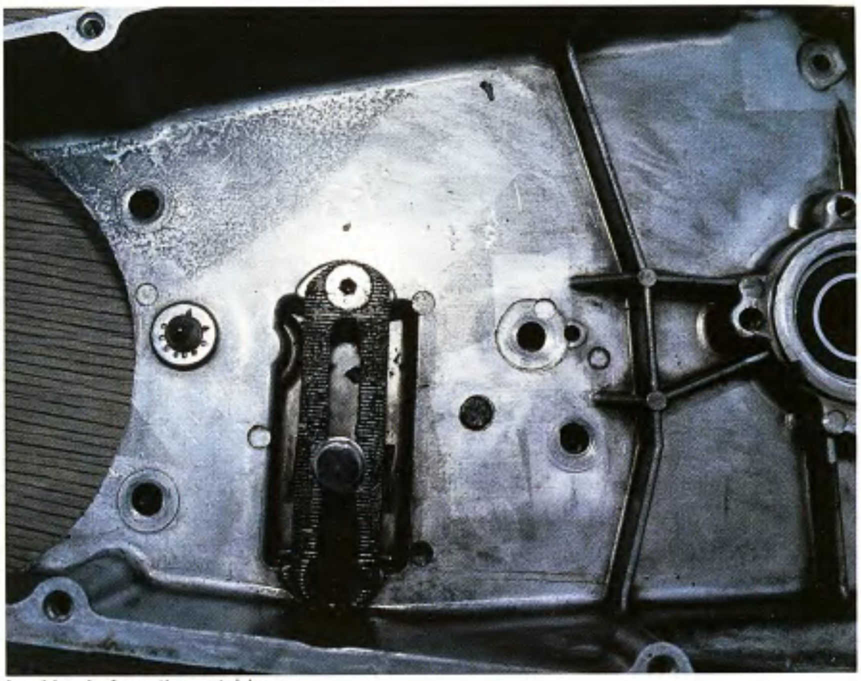
The first time it happened was on my Softail during the Yuma Prison Run back in 1984. The scoot didn't have many miles on the speedo. I was very lucky because I heard a weird noise coming from the primary area, and I thought that maybe the chain needed the slack taken out of it, so I shined it on. It wasn't till I got home that I found out that I had lost one of the bolts. Or, I should say, I had chewed up the bolt, and the primary chain tensioner and shoe were cocked over and just about ready to come off. The bolt holding the assembly was bent and ready to let loose. Like I said, talk about luck.

The second time this happened to me was after I got finished servicing my FLHS in my own garage. I had just changed all the fluids and was letting the new oil circulate, when I heard a clink. I shut her off and walked around to the left side of the bike. There was a puddle of oil near the derby and oil was pouring out of a small hole in the derby cover. One of those screws had come off and the clutch hub had trapped and spun it against the derby, poking a hole in it. What are the chances of that happening there at the house where I had everything I needed to fix it?

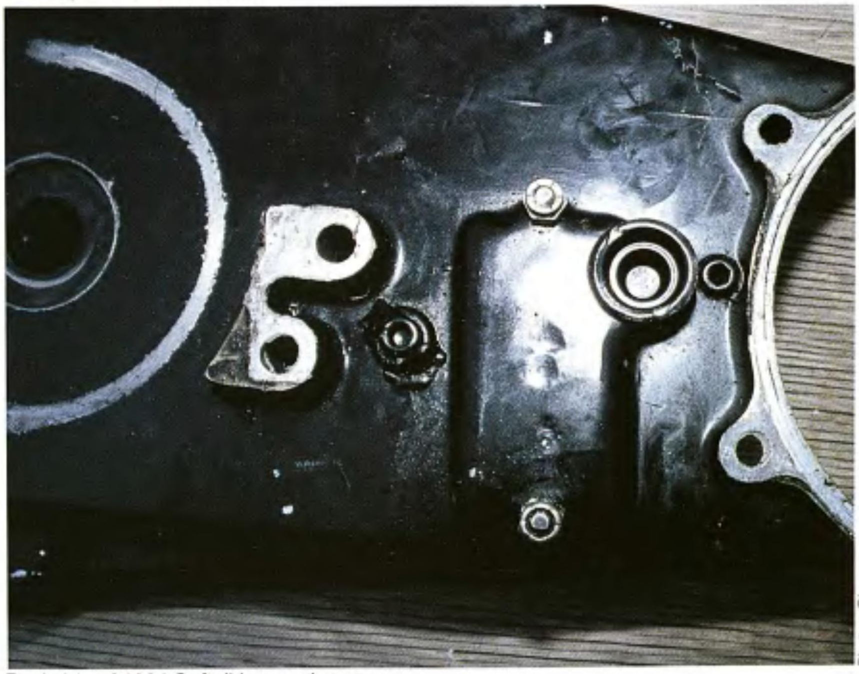
After draining the rest of the oil out of the primary, I removed the outer primary cover and the chain tensioner assembly. I backed out the remaining screw and ran a 5/16 x 18 tap in the holes where they were. Then I found a couple of 1 1/2-inch long 5/16 x 18 bolts, and, after dowsing them good with red Loctite, drove them in with a hammer and an impact wrench. Next, on the back side of the primary cover, I spun a couple of nuts on the threads that were sticking out, thereby insuring that those suckers were not coming out again. I could have used a pair of 1 3/4-inch long bolts and a clamp for the crankcase breather hose, if I wanted to.

If you have a mind to do this fix on your putt, be sure you use at least a grade eight set of bolts or higher. I used a set of Allen screws and they are usually made of a higher grade of material.

—Rip



Looking in from the outside.



Backside of 1984 Softail inner primary cover.

Photos: Rip

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TechTips

Six-Pack Attack

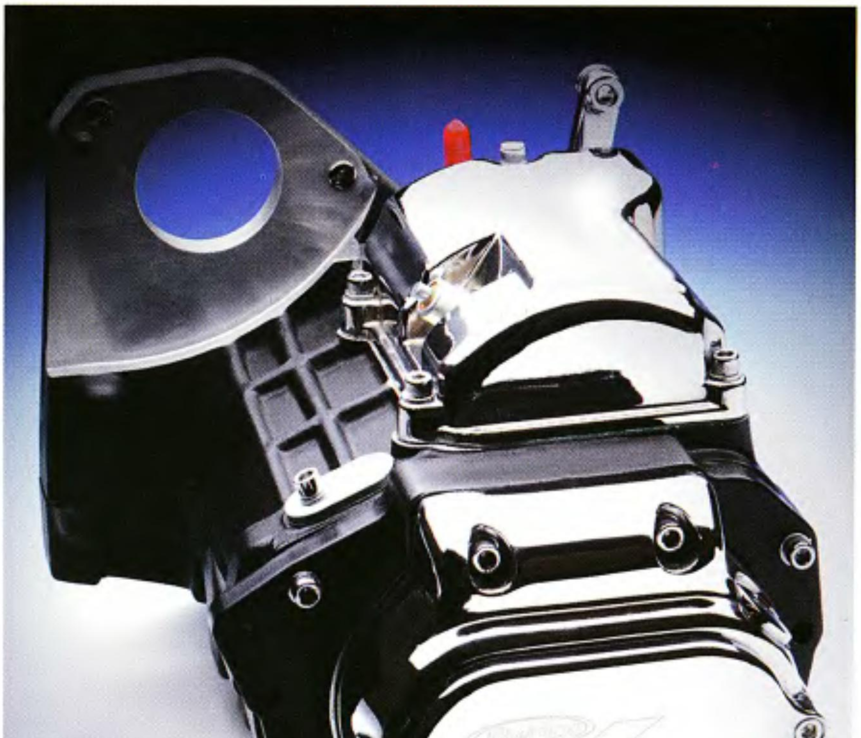
RevTech's New 6-Speed Gearbox Has Overdrive To Boot

It was only a matter of time. Some of us thought it would have happened sooner, but once the news broke, we were all immediately intrigued. There must have been a lot more to it than just designing some new parts. But when the tech showed that there was major interchangeability here, our eyebrows went up another full notch.

What the hell are we talking about here? Only the next major step in the evolution of the Harley-style transmission, and that would be RevTech's new bad-ass 6-speed box. Huh? Yeah, that's right, six speeds, bro. Just when ya thought it was safe, the dudes at CCI have thrown this new tranny our way, and man, oh man, it looks good.

When the 5-speed transmissions first hit the scene in the original rubbermount bikes back in the early '80s, the idea was to give a better spread between the gears to allow more effective use of the engine's power. Sure, the venerable 4-speed is still a hot item today, but the popularity of the 5-speed took hold not only from its much simpler design and ease of assembly, but the fact that now there was an extra gear to help stretch out the power-

CCI's electric speedo adapter.



Complete 6-speed transmission from Custom Chrome.

band. With this in mind, the question that loomed in the background for all us motorheads raised in racing was, "Will they ever do a 6-speed?"

It's a logical progression, because with more gears available, you can tighten up the spread between gear ratios and control your power better. And when RevTech designed this new box, they did two things that were an absolute necessity for its success and to heighten its appeal. The first was obvious at this point, and that was to throw in an overdrive gear. And actually, you get two choices of overdrive ratio as well for the first gear ratio. This means you get maximum grunt off the line, and smooth, low rpm at speed to keep your engine happy and your competitors far back in the dust. The second thing RevTech did with this box is just as impressive, though—it fits in damn near any 5-speed frame, solid or rubbermount. Softails, FXRs, Road Kings, and several full dresser models can now all reap the benefits of this bad new box with increased performance and mileage.

Six-speed transmission kit with trap door.

Yeah, we did say mileage there. Oh, sure, for most of us, it's about hp, not mpg. But you'll be thankful for the increase in fuel economy that the overdrive sixth will bring. If you need reminding, just go for a putt out through the middle of Nevada where the gas stops are few and far between, and you'll remember why mileage is a wise concern. With this new 6-speed, you have the option of running stock gearing without running out of top end rpm, and also have the flexibility to tailor the final gearing to best suit your needs. Check out the gear charts below for the full skinny. →

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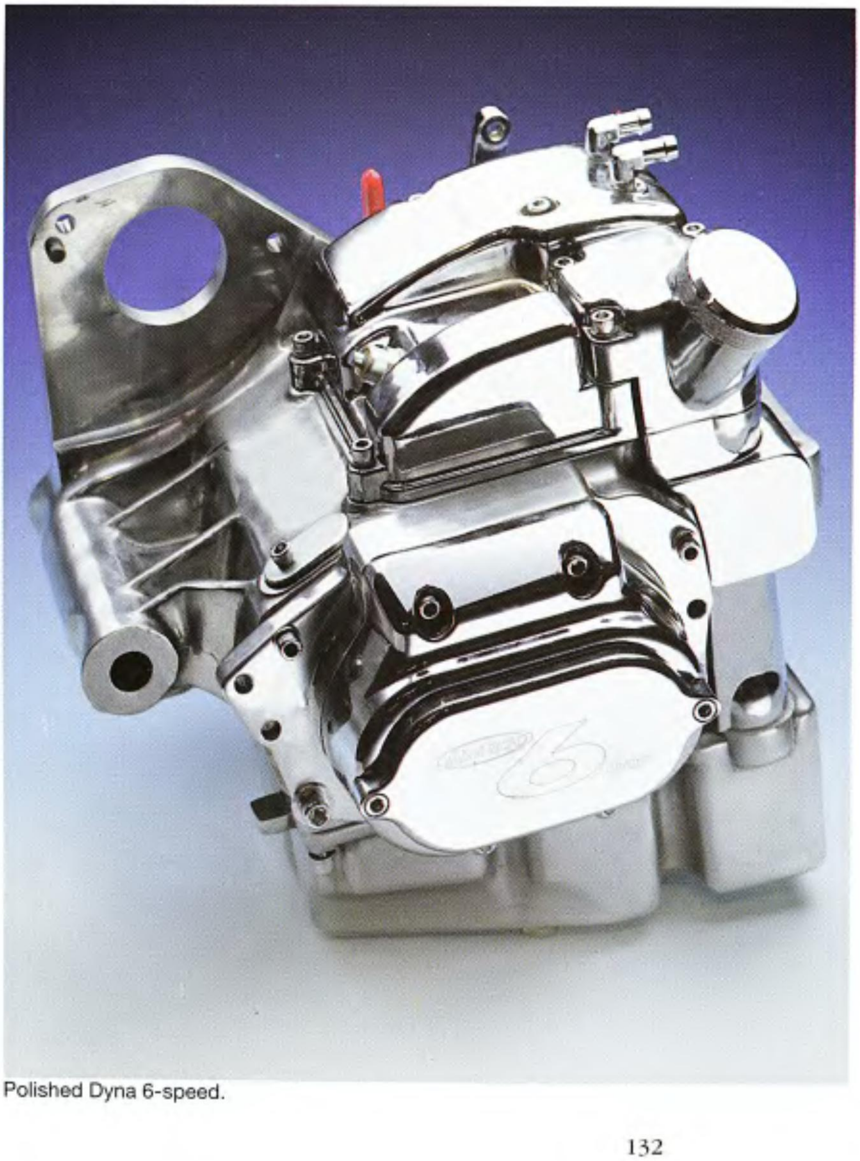


Polished Dyna 6-speed.

RevTech 6-SPEED GEAR RATIOS

1st Gear	2.94:1
1st Gear (alternate)	3.21:1
2nd Gear	2.08:1
3rd Gear	1.53:1
4th Gear	1.24:1
5th Gear	1.00:1
6th Gear.	.893:1
6th Gear (alternate)	.860:1

As you can see, having a choice of first and sixth gears really opens up the door to fine-tuning your overall gear ratio. And with the overdrive choices, you can drop your engine rpm between 10 and 14 percent over your normal cruising revs in fifth gear. Say for instance, you're pulling 3,200 rpm at 60 mph in fifth gear now. At the same speed in sixth gear (.860:1), you'd be pulling 2,752 rpm. Consider that in regards to engine life and mileage, especially if you're looking to hop-up your sled. As for the application of these trannys and available gear sets, here's the complete guide to what they'll fit:

TRANNYS:

Softail models from 1990-present
FXR models from 1990-1994
Dyna Glide models from 1991-present
Road King, FLT, FLHT, FLHS models 1993-present

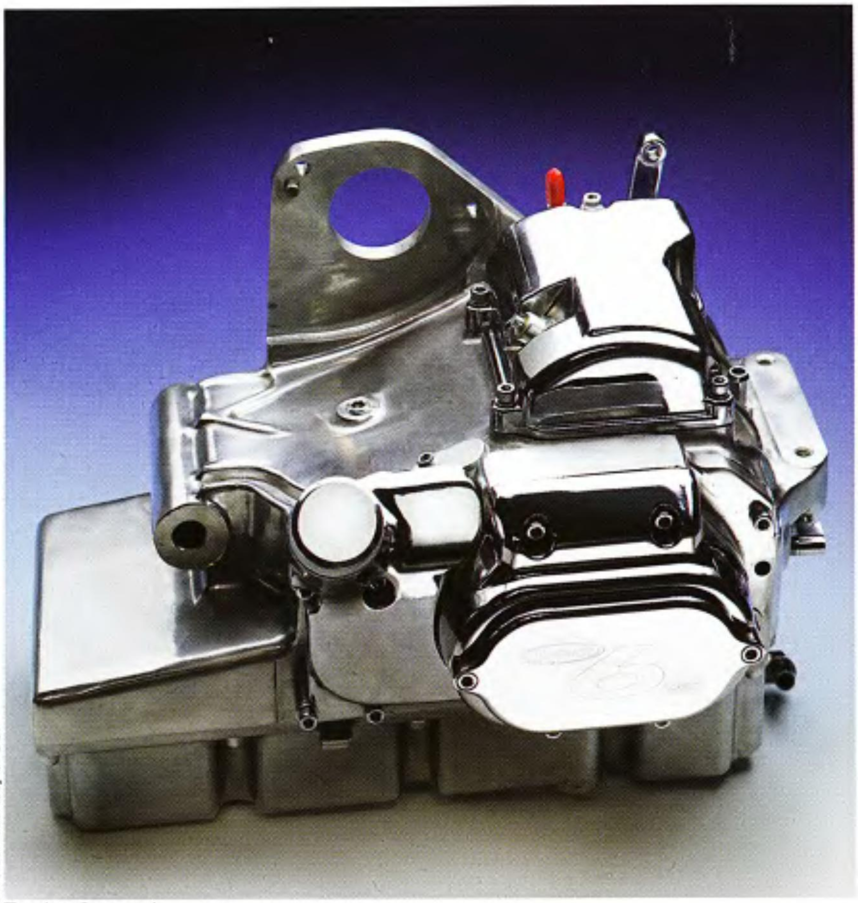
GEAR SETS WITH TRAP DOOR:

Softail, FXR, and Dyna Glide models from 1990-present
Road King, FLT, FLHT, FLHS models 1993-present

BARE GEAR SETS:

All big twins from 1990-present
All 5-speed big twins from 1985-1989
All 5-speed big twins from 1980-early 1984

The lower first gear and overdrive sixth should be a big plus for heavy baggers with mild and even wild engine mods. For lighter bikes and customs, this setup should be nothing but a benefit straight across the board. Gear sets



Photos: courtesy of CCI

Touring 6-speed.

come complete, with and without trapdoor assemblies. But in both cases they feature RevTech's back-cut 8620H chrome-moly steel gears, and include investment cast shifter forks, a CNC-machined shifter cam, and right-side pillow block. Ya can't get much more complete than that, especially since they come pre-assembled with all the correct bearings, clips, and spacers. For 1993-up bikes equipped with electric speedos, a recalibration unit is available to allow your speed to read accurately with the new tranny or gearset installed.

So, if you like what you see, take a putt down to your local CCI dealer and have 'em order the right one for your sled. Chances are, this will be one of the best upgrades you can do to maximize your bike's true performance.

—Wordman

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Family Hop-Up
Bartels' Boosts Performance

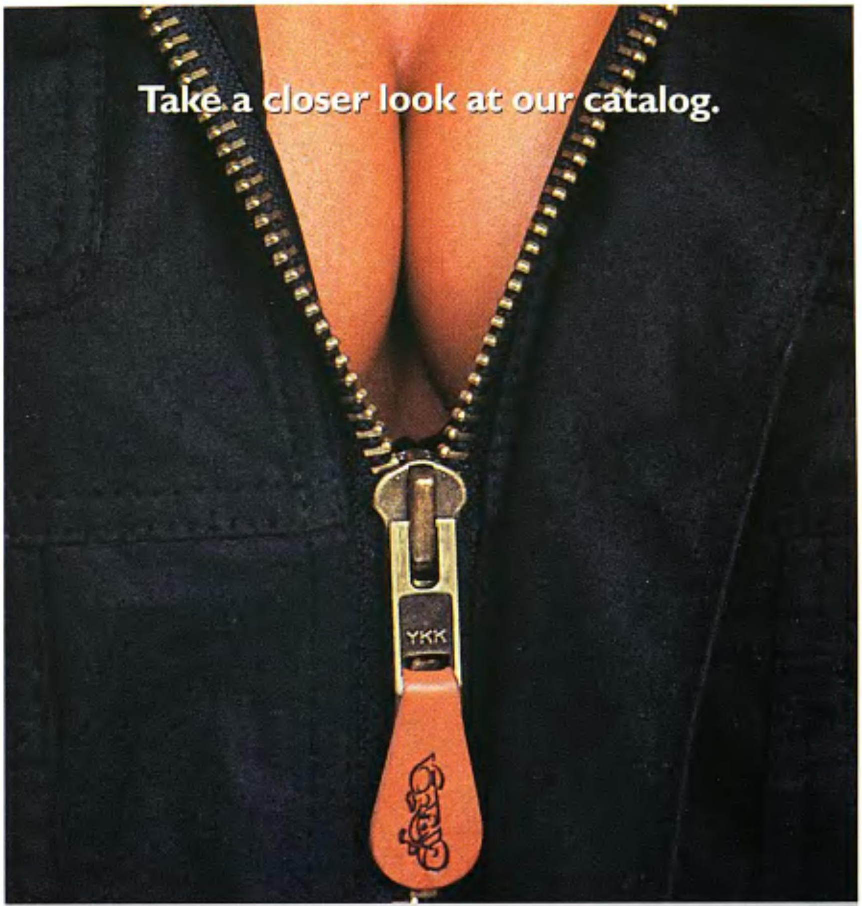
On the largest, most congested boulevard in West Los Angeles, stands one of the best known Harley sanctuaries in the world—Bartels' Harley-Davidson. Owned and operated by the entire Bartels clan—dad, six brothers, and mom—Bartels' H-D stands not only as a tribute to tight families, but is a dealership that knows customizing, produces its own line of performance products, and is involved in the sponsorship of race programs. There's also an important element to the mix that we discussed with Ron Bartels, who's been working with his dad since they opened their doors in 1983. "Consistency," Ron said. "Riders prefer to patronize a shop that has a track record of dependability."

Since there's a constant demand for Harley hop-ups, we took a used Fat Boy to Ron, who is the long-standing service manager. His machine shop has produced street performance kits for more than eight years. They work, and last. Here's the mixture: Bartels' Performance Products BP40 cam (see specs at right) and adjustable pushrods, Bartels' Performance base and head gaskets. All other gaskets are genuine Harley-Davidson along with the Screamin' Eagle ignition module. Bartels' removes the heads and

Softail with Bartels' hop-up and exhaust system in place.

BP40	Intake	Exhaust
Open/close	21°/37°	48°/20°
Duration @ .053	238 degrees	248 degrees
Valve lift	.495 inches	.495 inches
Lobe center	98 degrees	104 degrees

mills the face .080 to boost the compression from 8 3/4:1 to 10:1. This modification can be accomplished by replacing the pistons with Harley's new 10:1 compression pistons. It's slightly more economical to →



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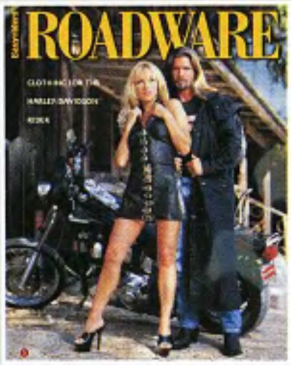

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Bartels' Performance BP40 cam, adjustable pushrods, and Screamin' Eagle ignition module.

do it this way, as long as your stock pistons are in good shape.

In this case, the CV carb was shipped to Departure Bike Works (see October '98) for installation of a Dyna Thunder Slide and a Zipper's Thunderjet for quicker response and smoother fuel circuit transition.

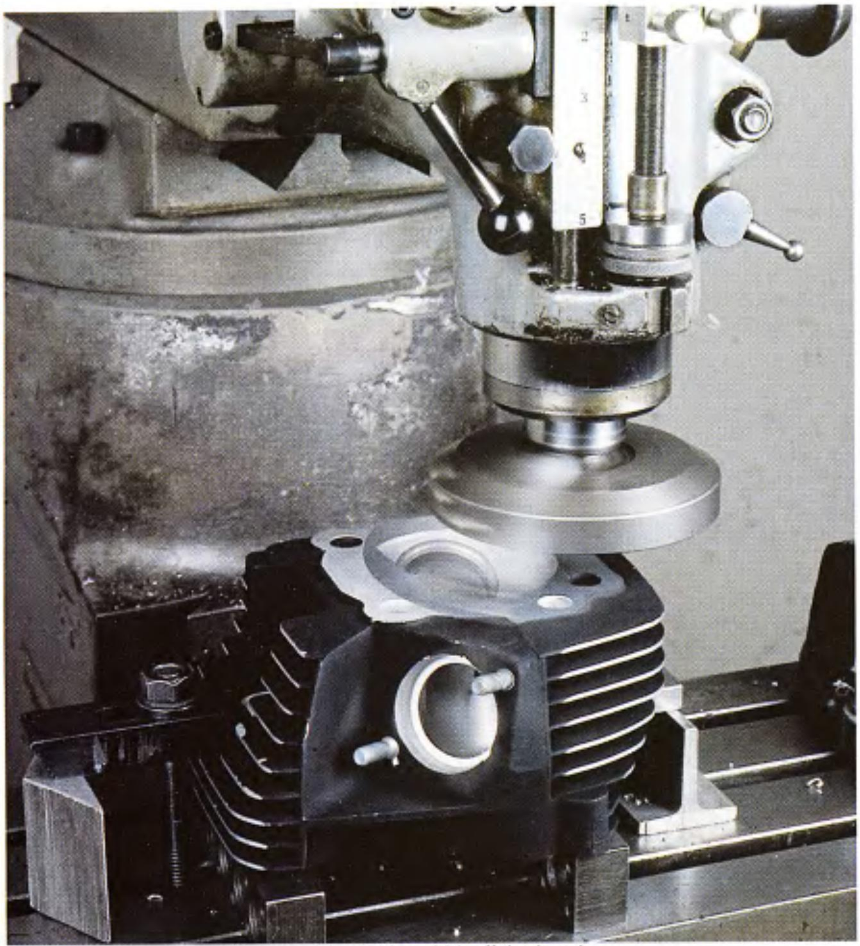
For street bikes, Bartels' does little to the porting on stock heads except to examine the ports and smooth the fuel flow path in and out of the cylinders for a better transition of fuel. They have several performance exhaust systems, although the one pictured here is a one-off system designed for maximum ground clearance, based on Bartels' 750 racing system.

Over the years, Bartels' has tested and researched every known hop-up system, from single-fire ignitions to exotic cams and wild fuel delivery systems. This has proven to be the most reliable, yet street-grabbing system, and it's been installed on more bikes than Ron can count.

—Wrench

Next issue, H-D's new Street Stalker Kit will be installed—watch for it.

Bartels' Performance head work completed.



Bartels' Performance milling machine taking .080 off the heads.

Photos: Markus Cuff

Platform waiting for new heads.

Sources

Harley-Davidson Motor Company
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Bartels' Harley-Davidson
(310) 823-1112
4141 Lincoln Blvd.
Marina del Rey, CA 90292

Departure Bike Works
(804) 231-0244
3087 Hull St. Rd.
Richmond, VA 23224

Bartels' Performance Products
3237 Carter Ave.
Marina Del Rey, CA
(310) 578-9888

"Once we bought the look, we couldn't afford the bike."

TechTips

Big, Bad, and Bold
S&S Delivers The Punch With 4-Inch Bore Monsters

As we continue our series on suppliers of complete engine assemblies for your Harley-Davidson or custom, this stop will take us to one of the original pioneers in the H-D aftermarket, and you know them best as S&S Cycle. Hey, how could we even think of doing a series on engines, without showcasing a company so well-known for its extensive line of engine components?

The product line that makes up the S&S engine catalog has plenty to offer even just a casual shopper. First off, there are seven different models of S&S long blocks available that meet the ever-growing 50-state emission laws that are becoming more and more of a factor for those of us on two wheels. These engines come in a variety of displacement sizes, ranging from 88 to 113 inches. The S&S 4-inch bore engines are a hot item nowadays for draggers and baggers alike. Starting at 100 cubes and stretching all the way out to a healthy 113 inches, there are plenty of high-performance options to make these engines please the power hungry.

For those who prefer to stay down below 4 inches on the bore size, the V2 big twin-style engines are the perfect match for an engine transplant or powering a ground-up custom. With a 3 5/8-inch bore and stroker options up to 5 inches, stump-pullers as large as 103 inches can be ordered as kits or completely assembled and ready for action. And before you Shovelhead riders start feeling left out, S&S has you covered. Alternator and generator-style Shovelhead engines from 80 inches to a whopping 103 inches come with as many available options as the Evo-style line of S&S engines.

And just when you might think that was enough, there are a couple more trick pieces S&S offers to those of you lusting for something really different. Alternator/generator long blocks that feature Evo-style top ends can be ordered as 88- and 96-inchers. And for retrofitting earlier frames, there's even an Evo-style engine that was designed shorter than usual in order to fit into a Shovelhead chassis. Upgrading your bike is a snap with this engine, which is available in either 79- or 100-inch displacements. Seems like any possible combination you could wish for, S&S has ready to go.

So now that we have checked out the entire line, how about focusing in on one specific model to best show off what makes an S&S engine? Working with these guys is easy, because, since the S&S product line is so complete, you end up with one-stop shopping for your performance needs. And if it's performance you're hungry for, then it seems only logical to have a look at their 4-inch bore models. These monsters come in two ground-pounding displacements: 107- and 113-inchers. The thought behind these engines is fat torque and reliable horsepower. Power numbers of one horse-per-cube are standard fare according to S&S, and, of course, should you desire more than that, well, let's just say these engines respond incredibly to high-horsepower alterations. Get the idea? A big bore that's either beauty or beast, and any way you like it, these folks can build what you want.

So let's get into the beast, and see what's going on here. Depending on your choice of a basic long block or the complete long block, the standard 4-inch bore long blocks can be ordered as complete as you like. Basic long blocks are complete up to the heads which are not included. Complete long blocks are pretty much complete engines, and even then, S&S has options to choose from to get the most for your money. You have the option to order them assembled by the gearheads at S&S, or as a kit so you can do the work yourself. The foundation is a Super Stock special application crankcase assembly, which is complete with all bearings, races, bolts,

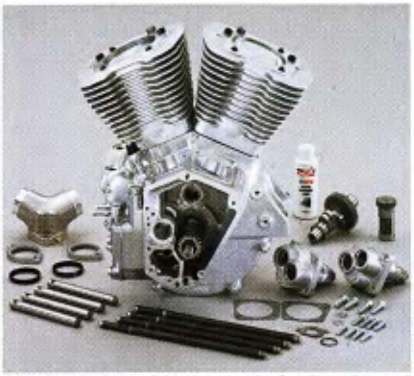
and studs. Flywheels are 100 percent ready to go—balanced, assembled, and trued to ensure a smooth, painless assembly. Gears, spacers, and thrust washers for the cam gearcase are all included, along with the right side main bearing and a standard cast oil pump. The rest of the valve train includes hydraulic lifters, lifter blocks, pushrods with covers and rocker arm shafts. Sidewinder 4-inch bore cylinders are fit with pistons and include rings, wrist pins, and pin locks, head and base gaskets, and even head bolts. This version doesn't come with heads and carburetor, but an intake manifold kit is included to match up the heads and carb you choose.

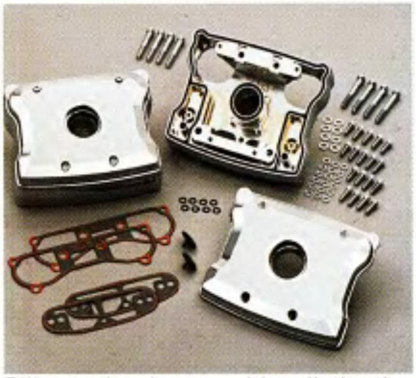
If you want it all, then the complete long blocks are the way to go. Included are the heads, rockers, rocker boxes, cam cover, and your choice of a Super E or G carburetor—pretty much everything but pipes. And with the optional billet oil pump, roller rockers, two choices for the cam cover, and an available competition package, it's possible to build an engine that's uniquely yours. Pretty much add ignition, pipes, and some fuel, and you've got a runner. And speaking of running, check out these power numbers. The folks at S&S say that these are pretty representative of their "production" 4-inch bore engines, and a horse-per-cube ain't bad. This run was on a "stock" 107-inch engine with the S&S 600 camshaft, as the only hop-up. Running in an otherwise stock FXST Softail with stock gearing and a 130 tire, this S&S 107-incher propels the bike down the strip in the 11.70 E.T. range. Sound good? Have a look:

S&S 107-Inch Engine

RPM	Torque	HP
2500	98	47
3000	102	58
3500	113	75
4000	115	88
4500	113	98
5000	106	103
5500	103	106
6000	96	110

Later on, we'll show you more of the S&S engine line, but in the meantime, if you have any wants, needs, or desires we didn't get to here, give them a call, and get one of their engine catalogs comin'

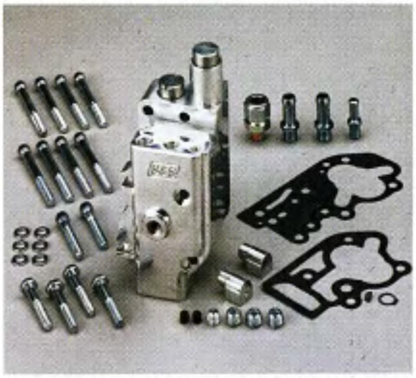

The basic long block, ready for heads and a carb.


Billet rocker boxes add a distinctive S&S touch.

Supreme connecting rods, bearings, and crank pin for high performance.

You can choose S&S heads as part of a complete long block.

Basic and complete kits can include a Super E or G carb.


Optional billet oil pump adds proven performance and custom style.

Roller rocker arms are standard in complete kits.

your way. Once you've got that in your face, the only hard part will be sifting through the options. Sounds kinda fun.

—*Wordman*

Source

S&S Cycle, Inc.
P.O. Box 215,
14025 County Highway G
Viola, WI 54664
(608) 627-1497
(608) 627-1488 fax
e-mail: sscust@sscycle.com

Photos: Erik Falconer

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parts, and Pat and Jeff put up the motor and frame and did the labor. Paint by Norm offered their services, and Lynn organized things.

This isn't the only time this same group has put together events to raise money for the Center, and it won't be the last. As this article is being written, they're planning another event in Bend. If you're lucky enough to get this rag the first day it comes out, you might still be able to make it, so here are the details:

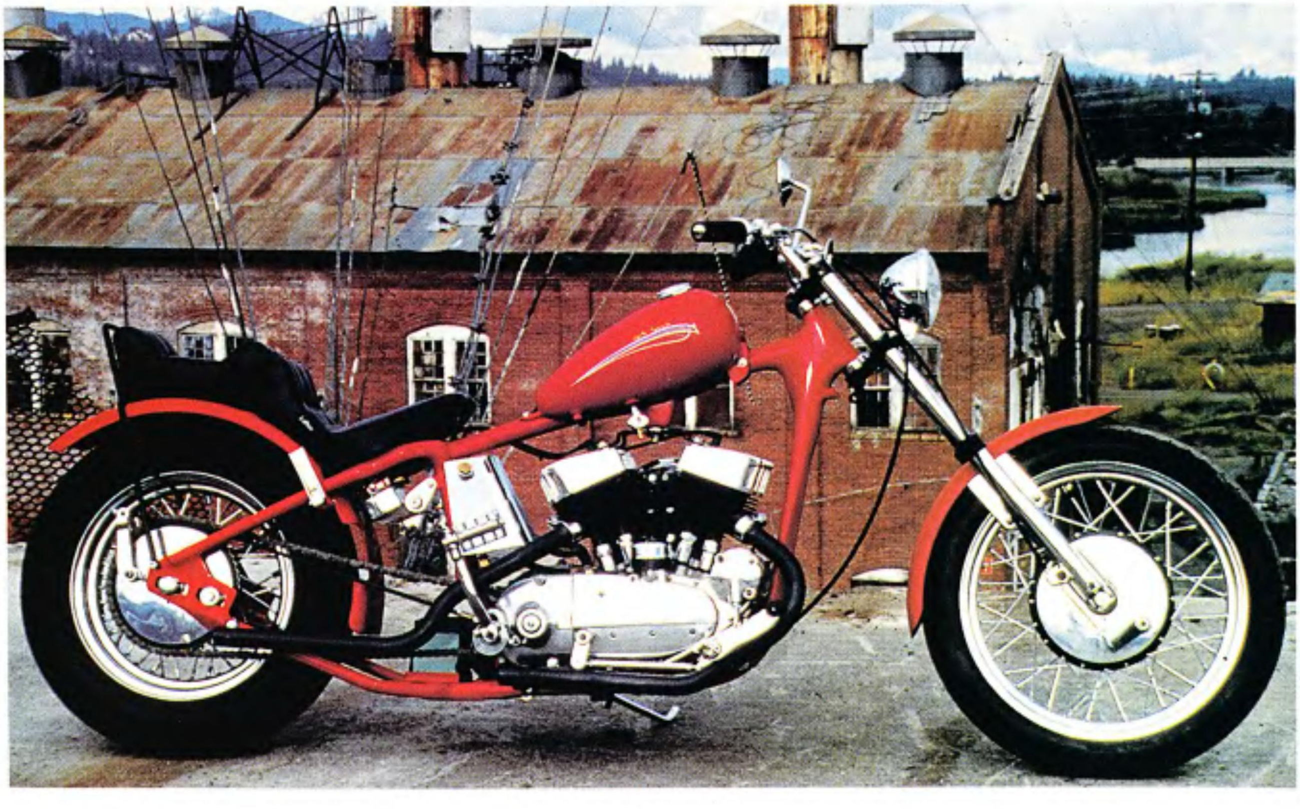
Kids Center Bike Show and Raffle, September 12, 1998 at Rockin' Billy's on 3rd St. in Bend, Oregon. They're raffling off an $18,000 1979 93-inch, S&S-powered custom, and tickets are a measly $10. All proceeds go to the Center for Abused Children. For more info call Lynn Terry at (541) 383-1450. If ya missed this event, call anyway and get a line on the next one.

—Trash →

Jeff Hahn/Pat Berry
Bend, Oregon
1953 K Model

You're lookin' at a 1949 model. She's a beauty, isn't she? She doesn't look like a '49. Even if you look real close, ya can't tell. Great shape, smooth curves. She still looks good after all these years. I'm talking about Lynn Terry, the classy, well-built lady on the bike, who was also a one-time Fox Hunt contestant. The bike? It's a 1953 K model Sportster, of course!

This bike was built by Pat Berry and Jeff Hahn of Fast Motors in Bend, Oregon, and raffled off at a show they put on with Lynn to raise money for the Kids Center for Abused Children. Actually, a number of people pitched in to make this happen. Custom Chrome donated some plated

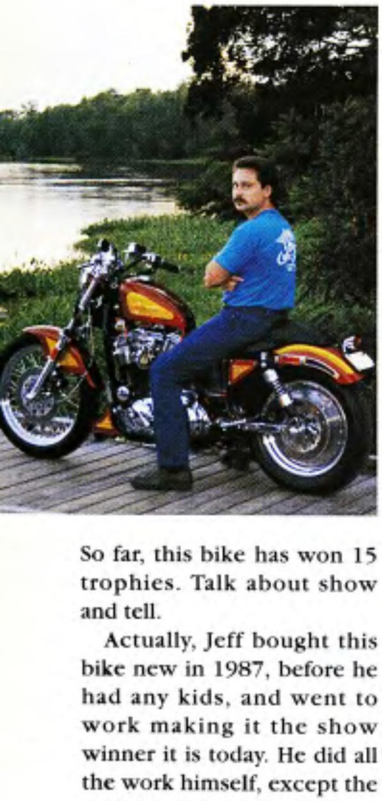


Photos: Beryl Morrison

Readers Rides

Jeff and Payton Hawkins
Jacksonville, Florida
1987 Sportster

Your name is Payton, you are four years old, not even in kindergarten yet, and you own a Harley-Davidson named "Payton's Pride." What do you do? First you choose a pop like Jeff Hawkins to help you make it look real nice. Then you have some friends, guys like Big-un, Gage, and Rame to help you take it to some big name Florida bike shows—like the Rat's Hole Custom Chopper Show, various Boardwalk shows, and even Biketoberfest shows. That's what you do!



Photos: from owner

So far, this bike has won 15 trophies. Talk about show and tell.

Actually, Jeff bought this bike new in 1987, before he had any kids, and went to work making it the show winner it is today. He did all the work himself, except the painting, handled by Richard Reid of Jacksonville. But from day one, he knew he had bought it for his son, or daughter, whichever came first. Six and a half years later, Payton was born. Lucky kid, he came into the world already owning a Harley-Davidson.

Jeff says that Payton spends most of his time in the evenings working with him on his bikes, and goes to all the bike shows with him. The little guy helps keep the scoot clean and shiny, and makes sure that older people don't touch it. Sometimes, Payton helps a little too much. At one show, he was washing the bike with a water hose, and ran water up the exhaust pipe. Jeff had to tear the bike down and dry it out for the show the next morning, 'cause you had to ride the bike into the show. No problem—Payton helped. After all, it is *his* bike.

—Trash

Jean Trenter
Quincy, Illinois
1967 Electra Glide

Once upon a time there was a young lady who wanted a Harley. It wasn't too much to ask for, especially since her hubby made lots of money. But he didn't want her to have a motorcycle. Her yearning went unrequited for 30 years. She kept trying and trying to get her own bike, and, finally, hubby said, "It's me or a motorcycle ... your choice."

So, after leaving him, she made and sold 593 teddy bears, bought a Harley, and lived happily ever after. Simple as that.

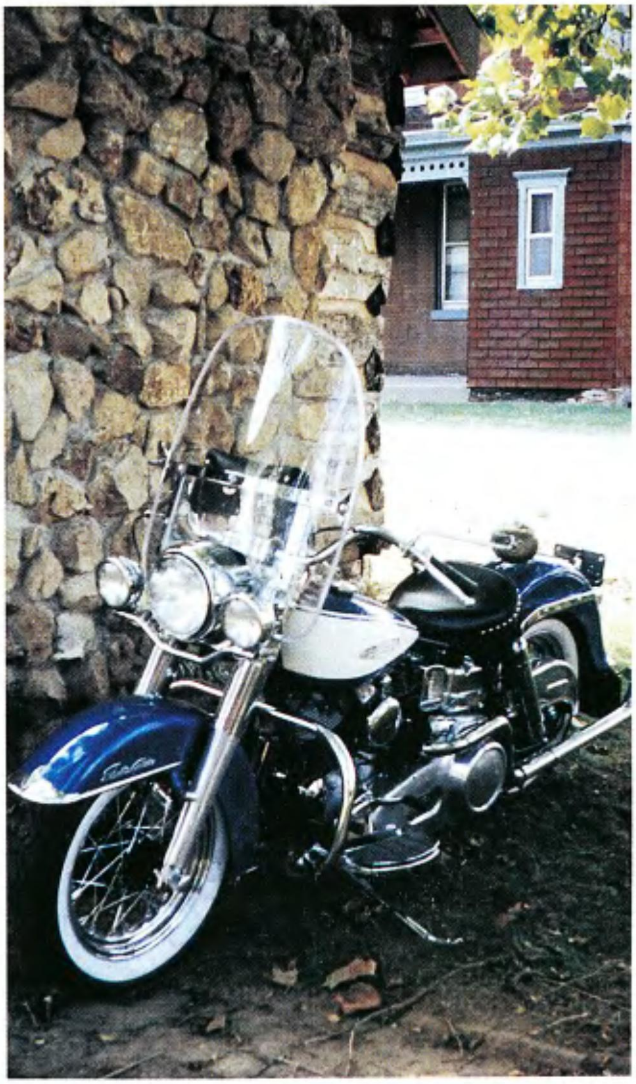
When Jean bought this bike it was in rough shape. John Poppe, a friend of her daughter's, offered to work on the basket case. He is something of a perfectionist, so every nut and bolt came off, and every part was disassembled. Nothing was left untouched by John and Jean. The end result is a work of wonder. It's better than new, and has won several bike show awards to prove it, such as ABATE's pre-95th kickoff in the Antique Division, and at the Missouri State H.O.G Rally in the Shovelhead Division.

John did such a kick-ass job on this bike, and learned so much doing it, that he has opened up his own shop, John's Custom Cycles in Palmyra, Missouri.

Jean has several Harleys now, and she has a new husband, Wild Bill, who loves her and her bikes. John has his shop, and the biker world has a happy story.

The ex-husband? Well, Jean rides by his business every once in a while, revs up her motor, and rides away, laughing like hell.

—Trash →



Photos: Susie Gosney, K&S Photography

ReadersRides

Timo-Markka Laakonen
Helsinki, Finland
1949 Panhead

These days Panheads seem to be more prevalent throughout Finland and Europe than in America. Timo, the owner of this '49 Pan is very proud of his wild yellow ride. This old-style chopper looks completely at home cruising through the lush Finnish countryside, the Springer front end hardly bouncing up and down on the ultra-smooth blacktop, its bright yellow lines flashing through the deep green foliage.

Driving a truck for a living doesn't bring in all that much money, but the upshot is that Timo does all his own wrenching and has a pretty inventive mind when it comes to one-off fabrications. Check out the use of an empty oil bottle as a shroud for the speedo. Or how about the homemade shotgun exhausts? Timo figures that every buck saved leaves more money for gas.

When you can't afford chrome, what do you do to make your Harley stand out? Well, for Timo, the answer was to paint the Pan bright yellow. The paint scheme not only helped to blend both old and new styles seamlessly, but it helped to create a bold statement with the use of black highlights. This freedom machine not only gets Timo down the road in style, it also transports his mind, taking him away from the caged rat race most straight people try to pass off as their lives, into another dimension only bikers dare to traverse.

—Steve Kelly

Photos: Steve Kelly

"Since your last visit, we have modified the old snake dance somewhat."

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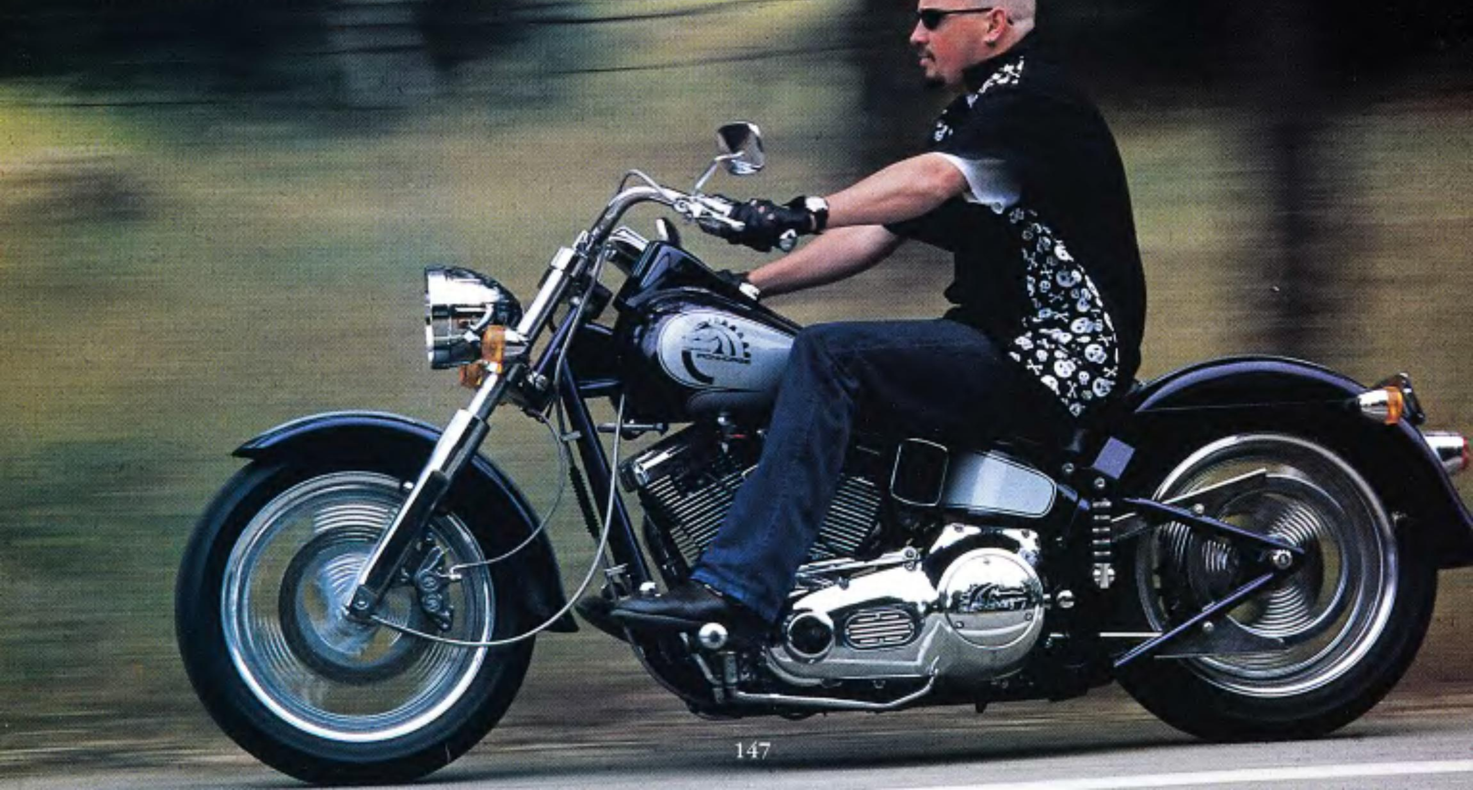
AMERICAN IRON

The Thunder Rolls

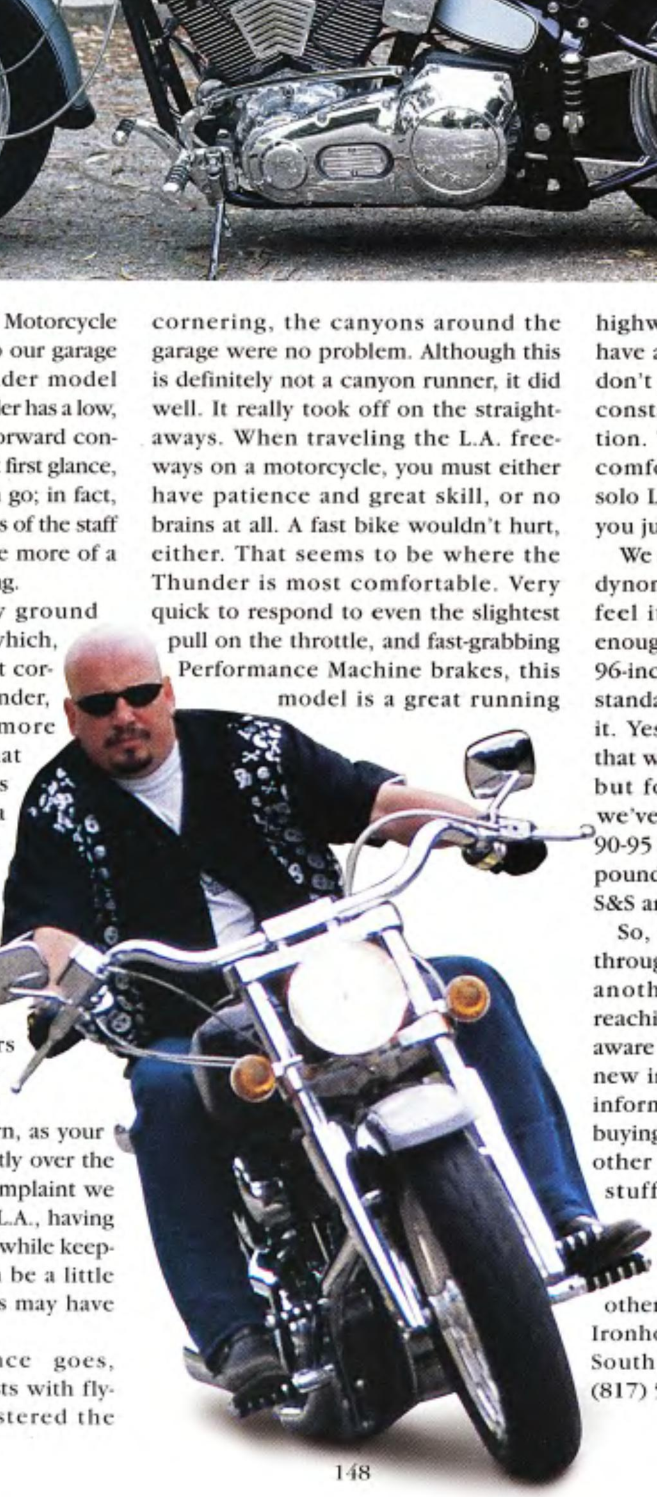
When you test out new bikes all the time, you try not to fall into the trap of writing the same ol' thing about all of them. In an effort to keep you informed (or at least reading up to this point in the mag), we'll try changing the style of this article and see what ya think. We promise not to mention doing burnouts or getting arrested ... just this once. So without any further adieu, let's get it on! →



American Ironhorse (AIH) Motorcycle Company, Inc., galloped into our garage and let us put their Thunder model through the paces. The Thunder has a low, lean look, with wide bars, forward controls, and a subtle paint job. At first glance, it looks more like show than go; in fact, the more pessimistic members of the staff predicted the Thunder to be more of a light shower. They were wrong.

The Thunder has a low ground clearance of 4.25 inches, which, in most models, makes tight cornering a blast. On the Thunder, you need to be a little more careful, due to the fact that the AIH Fat Cruiser bars with 2-inch risers have a pretty decent distance between the grips. From tip to tip, there's a distance of 35.5 inches. If you need to make a sharp turn, you have to move your legs on the pegs, or you may hit your knees with the bars and lose your balance. This could also result in a wobble during a high-speed turn, as your center of gravity is not directly over the bike. The only other real complaint we had was the turn signals. In L.A., having to hold the turn signal down while keeping the throttle turned can be a little tricky. Self-canceling signals may have been a better choice.

As far as performance goes, the Thunder passed our tests with flying colors. Once we mastered the cornering, the canyons around the garage were no problem. Although this is definitely not a canyon runner, it did well. It really took off on the straightaways. When traveling the L.A. freeways on a motorcycle, you must either have patience and great skill, or no brains at all. A fast bike wouldn't hurt, either. That seems to be where the Thunder is most comfortable. Very quick to respond to even the slightest pull on the throttle, and fast-grabbing Performance Machine brakes, this model is a great running highway bike. In the city, where you have a lot of start and stop traffic, you don't get fatigued, or feel the need to constantly change your seating position. The AIH handlebar controls fit comfortably in your hands, and the solo LePera seat is low enough to give you just enough back support.



We didn't submit this bike to the evil dynomonster. Not because we didn't feel it was worthy, but we've done enough testing to know when the S&S 96-inch engine isn't performing up to standard, or is performing way above it. Yes, the Thunder has a few extras that will show a few extra horsepower, but for the most part, the engines we've been testing have been pulling 90-95 horses and a range of 85-90 foot-pounds of torque. A quick call to both S&S and AIH sealed those numbers.

So, another motorcycle has passed through the annals of *Easyriders*, and another American manufacturer is reaching out to make the public more aware of its product. Now, with all this new information, don't you feel more informed and ready to make a better buying decision? If not, try grabbing another coldie and a bottle of the hard stuff, and don't stop imbibing till you're ready or ya pass out ... whichever comes first. For more information on AIH and their other two models, contact American Ironhorse Motorcycle Company, 932 South Ayers, Fort Worth, TX 76103; (817) 534-6566.

—Oil Can

Manufacturer: American Ironhorse Motorcycle Company
City: Fort Worth, Texas

General

Fabrication: American Ironhorse
Year/make: 1998 American Ironhorse
Model: Thunder
Value: $25,500
Assembly: AIH
Chroming: AIH

Engine

Year/model: 1998 V-twin
Builder: AIH/S&S
Ignition: Crane Hi H
Displacement: 96 cubic inches
Lower end: S&S
Balancing: AIH
Pistons: S&S
Cases: S&S
Heads: S&S
Cam: AIH
Lifters: S&S
Carb(s): Mikuni HSR40
Air cleaner: S&S
Pipes: Hooker Header 2-into-1

Transmission

Year: 1998
Builder: JIMS
Shifting: foot
Engine sprocket: 24-tooth
Trans sprocket: 34-tooth
Wheel sprocket: 70-tooth
Modifications: close-ratio 5-speed

Paint

Molding: AIH
Painter: AIH
Color/type: gray, purple/ traditional w/scallop

Frame

Year: 1998
Builder: AIH/Daytec
Type: Soft Style
Rake: 35 degrees
Seat height: 25.5 inches
Ground clearance: 4.25 inches

Accessories

Bars: AIH Fat Cruiser
Risers: AIH 2-inch
Handlebar controls: AIH
Headlight: Custom Chrome
Taillight: AIH
Speedo: Custom Chrome
Dash: Ness

Pegs: AIH
Foot controls: AIH
Gas tank: 5-gallon stretched
Oil tank: molded Daytec
Oil system: AIH
Primary cover: AIH
Seat: LePera
Mirrors: AIH
Grips: AIH

Forks

Type: wide glide
Builder: AIH
Special features: chromed lowers

Wheels

Front

Type: AIH
Size: 18-inch
Rim width: 3.5-inch
Tire: Avon
Brake: Performance Machine

Rear

Type: AIH
Size: 18-inch
Rim width: 5-inch
Tire: Avon
Brake: Performance Machine

Photos: Doug Mazell

"No, we don't have a world record holder for hemorrhoids."

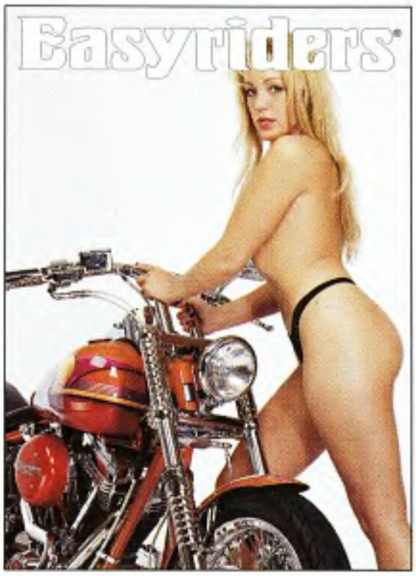
ADVERTISER'S INDEX

A.M.I., Inc. 30
AIMS Fog Hollow 55
Andrews Products 30
Arlen Ness 7
Back Issues 128
Bikers Bulletin Board 120-121
Brookside Imports Specialties 108
Bros Club 34, 131
California Motorcycle Co. 26
Canyon Run 95
Custom Chrome, Inc.. 18
Cycle Supply 133
Daytona Beach H/D C3
Dealer List 117
Dennis Kirk 32
Drag Specialties C2
Easyriders Bike Shows C4
Easyriders Franchising 140
Easyriders Roadware 16, 28, 66, 98, 92, 110, 111, 121, 130, 135, 136,
Edelbrock 66
Foreign Agencies 33
Franchise Bikes 96-97
Franklin Mint 15
General Store 122-128
GMA Engineering 31
Harley-Davidson 8-9,46-47, 49
Hupy & Associates 29
I.C.S 105
J & P Cycle 109
Jim's Machining 110
Kuryakyn USA Holdings 23
Love Ride 15 146
Milwaukee Iron 83
Motorcycle Mechanics Institute 77
Nempco 95
Nostalgia-Cycle 88
Performance Machine, Inc 92
Protech Apparel, Inc 87
Pure Steel Custom Cycles 87
Richard M. Lester 17
Russ Brown Jr. 5
Subscription 119
Superior Parts, Inc. 70
Tattoo Studios 128
Titan Motorcycle Co. of America 65
Truck 28
USA Twins, Inc. 118
Vicki Sweazea 108
Web site (www.easyriders.com) 33

ComingAtYa

Get ready to deck the halls, *Easyriders* style! Our December issue, #306, is a two-wheelin' Santa's bag packed with goodies for bad little bikers everywhere. This holiday feast serves up super coverage of the Sturgis Rally, Bandit's annual Holiday Gift Guide, our coast-to-coast Toy Run listing, and a no-holds-barred interview with that ridin', wrestlin', hog-wild hero, Hulk Hogan. All this, plus we'll shove some mistletoe where it counts in a heartfelt letter to President Clinton, yuck it up with a list of things all bikers want under the tree, and then place the star on the top with our free *Easyriders* Catalog. *Easyriders* #306 is a runaway holiday train blastin' your way! Don't even think about lettin' it go by.

On sale October 27

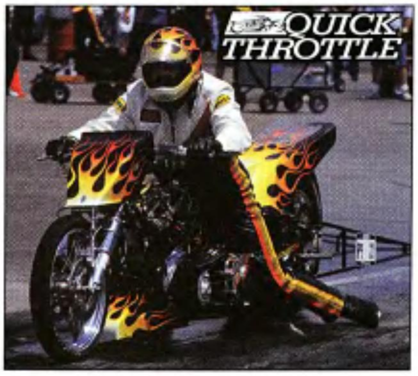


So, ya think *Biker* is just about tits, ass, gross jokes, and wild parties? Well, it is ... but it's also about kick-ass street customs, Rip's Run, Dave Mann, and more. Check out the November issue. *On sale October 1*

If you're a rider who appreciates life's luxuries, like high-class customs, rare antiques, fine cigars, motorcycle art, and the best places to hang out, then check out the December issue of *VQ*. *On sale now*

In addition to more shots of scooter folk enjoying the lifestyle than any other mag, January's *In The Wind* is packed with pics from H-D's 95th and Laconia's 75th. Look for your mug in the pages. *On sale October 8*

Slam into November with the latest *Quick Throttle,* featuring wild Willow Springs racing action, plenty of pumped-up putts, and techs on starter relays and Edelbrock carbs. *On sale now*



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HERE'S HOW TO REGISTER:

1. Call 1-800-962-9857 and request an application.
2. Return application with entry fee before deadline.
3. Show up, check-in and best of luck.

TOUR SCHEDULE

NEW LOCATION
OCTOBER 31, 1998
DALLAS, TEXAS
DALLAS MARKET HALL

NEW LOCATION
NOVEMBER 7, 1998
CHICAGO, ILLINOIS
VILLA PARK
ODEUM SPORTS AND EXPO CENTER

NEW LOCATION
NOVEMBER 21, 1998
ATLANTA, GEORGIA
GEORGIA INTERNATIONAL
CONVENTION & TRADE CENTER

JANUARY 9, 1999
POMONA, CALIFORNIA
L.A. FAIRPLEX

JANUARY 16, 1999
CHARLOTTE, NORTH CAROLINA
CHARLOTTE CONVENTION CENTER

NEW LOCATION
JANUARY 23, 1999
SACRAMENTO, CALIFORNIA
CAL EXPO AND STATE FAIR

NEW LOCATION
JANUARY 30, 1999
PHOENIX, ARIZONA
PHOENIX CIVIC PLAZA

INVITATIONAL
COLUMBUS, OHIO
TATTOO GALLERY
FEBRUARY 12, 13, 14, 1999
FRANKLIN COUNTY
VETERANS MEMORIAL

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